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© Sully/Ray Archer team effort

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© Sarah Gutierrez



JUSTIN BRAYTON

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COMMENT

Apart from about 9am on Christmas morning when the first cork pops (well, any later would be just plain rude) this has got to be my favourite time of the year with a couple of world MX championships to be decided and the Motocross des Nations coming up faster than Billy Mac with a stuck throttle. And, even better, for the second time in three years we don't have to leave these shores to check out the planet's fastest racers because the MXdN – the World Cup of motocross – is back in Blighty!

The internet MX forums are, as usual, buzzing in the lead up to the event and, as usual, opinions are divided although from what I can make out the majority of keyboard warriors are pretty staunchly anti this year's event which is a real pity. The main gripes seem to boil down to a combination of the cost of tickets and track design which could, potentially, have a big impact on attendance.

As far as cost goes how much would you be willing to pay for a weekend away with the family to watch a world-class sporting event? Chances are that the MXdN – weighing in at just under 60 notes for an adult for the weekend – is still a cheap option. But factor in a couple of nippers, the cost of camping or a hotel, transport and food and you're not going to see much change out of a fair old wedge.

As with anything 'for sale' there's a fine line between making the most money possible and putting people off. If, say, Honda banded a few hundred quid onto the cost of a new 450 would the extra money they make per bike be cancelled out by a drop in sales? If Donington slashed a brown beer voucher off the cost of admission would more people attend and offset the reduced price? Like I say it's a fine line to tread and getting it wrong could turn out to be a costly mistake.

And it's not just the cost, it's the location as well. Last year's British GP at Donington was disappointing to say the least with rubbish spectator viewing and a sanitised, TV-friendly track ensuring there were a lot of unhappy fans at the end of the day – despite Tommy Searle's maiden GP victory. For the MXdN the organisers have promised big changes to make the viewing much better but there's a danger the damage has already been done which would be a crying shame. This is the biggest single event in the world MX calendar, it's on home soil and we've got a team with a real shout of staging a major upset. A big turn out of noisy British fans – and we all know we're the loudest, most committed fans in the world – could make the difference between a podium finish and being mired mid-pack.

No matter what I write I'm sure some of you will stand by your principles and make your dissatisfaction with Donington and Youthstream – who encourage the modern style of man-made, TV-friendly tracks – clear by staying away this year. But imagine how you'll feel if Billy, Tommy and Shaun pull something really special out of the bag? The word 'gutted' springs to mind...

Sean



Billy Mac will be firing on all cylinders at Donington

MACATTACK!

BILLY LEADS TEAM GB INTO BATTLE

Billy MacKenzie will lead Team GB into battle at this year's Motocross des Nations at Donington Park on September 27/28 – and the good news for British fans is that the Monster Energy CAS Honda rider is fully fired up.

"I had a quick look at the team lists the other day online," says Billy. "Before I looked at it I was a bit apprehensive and hadn't really thought about the chance of a win but really the only main teams are, I think, America and Australia. Obviously there are others but the two that really stuck out were those. It made me look at our team and really start thinking positive and seeing ourselves on the top of the podium!"

Defending champs America – as always – will start favourite with James Stewart, fresh from an unbeaten AMA National season, lining up alongside his Monster Energy Kawasaki team-mate Tim Ferry and AMA Lites champ Ryan Villopoto. But 450F-mounted Billy, who'll be joined by MX2 stars Shaun Simpson and Tommy Searle on a pair of 250Fs, reckons our home advantage could tip the scales in favour of Team GB who last won the Chamberlain Trophy in 1994.

"Being in Britain is definitely gonna give us that extra boost to beat the Americans – I like the track and we all did great there at the first round of the British. This year I feel a lot more relaxed and my goals are higher, maybe because I've been in the team for a few years now. But Tommy and Shaun will definitely step up to the occasion – I think it's gonna be such an awesome race!"

KTM UK's Shaun Simpson – team manager Mark Eastwood's final choice for the British squad – will be making his debut in the event. "I'm definitely looking forward to it," says Shaun. "Representing your country is one of the things you dream about as a kid and this year it's become a reality. There are a lot of top guys in this country so to be selected is a dream come true for me.

"I think looking at the teams we could definitely podium. It's going to be tough to win it but we're on home soil and everyone will be cheering for us which will give us an advantage.

"As Easy said, Villopoto and Tommy proved last year that on a loamy track with big hills a 250F can mix it with a 450 and at Donington their only advantage will be out of the start."

STYLE STATEMENT!



Have you ever woken up in the morning wishing you could slip into a cool Fox Ascension t-shirt AND show the DBR love at the same time? No? Hmmmm, we thought as much...

But now we've planted the idea in your head you will and, luckily, there is a solution – it's what we're calling the Fox Ascension DBR t-shirt! Brilliant!

Available in men's sizes S, M, L, XL and XXL, the Fox Ascension DBR t-shirt could be yours for just £14.99 if you live in the UK, £17.99 if you're one of our cherished European cousins and £19.99 if you call that big old place the Rest of the World home.

To get your mitts on a Fox Ascension DBR t-shirt simply hook up to our website at www.dirtbikerider.com or give us a bell on 01524 834030.



WIN!WIN!WIN!WIN!WIN!WIN!

MXdN TICKETS UP FOR GRABS

It's the biggest MX event on the face of the planet, it's being held this year in Britain and we've got five pairs of Sunday tickets up for grabs for the Motocross des Nations at Donington Park on September 27/28.

If you want a chance to cheer on Billy Mac and the boys as they take on the might of the USA all you need to do is answer the following simple question.

In which year did Team GB last win the Motocross des Nations?

- Was it: **A)** 1984
B) 1994
C) 2004
D) 2007

Think you know the answer? Okay, all you have to do now is text the word MXDN followed by a space, your answer (either A, B, C or D), another space and then your name and postcode to 81800. You'll receive a text back confirming your entry to this competition.*

Time's a bit tight on this so entries close at



noon on September 19 with five lucky winners drawn at random immediately afterwards and notified the same day.

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RM125WINNER

OUR STAR PRIZE HEADS TO THE SOUTH WEST

Working for DBR has its drawbacks – anti-social hours, regular hangovers, Geoff Walker – but it also has its plus side. Like ringing a total stranger to let him know he's won a brand new RM125 stroker!

This year's Win a Suzuki competition was super-successful with sackloads of entries and tons of texts flooding into DBR HQ. And the first correct entry drawn at random belonged to Pete Fry from Dorset who, it's fair to say, was pretty

pumped to get the call telling him he'd won.

The 39-year-old hare and hounds and enduro rider has been riding off-road for four years. "I moved up to Clubman this year and I'm absolutely loving it," he said. "At the moment I've got a '98 KX125 with a KDX200 engine in it so I'm definitely going to give the Suzuki a try."

Just for the record the correct answers were 1) A, 2) B and 3) B and the bonus text answer was The GOAT...



WHERE'S WILLIAM?

FIND BILLY MAC AND WIN A PAIR OF TCX PRO 2 BOOTS

We've teamed up with our bessie mates at Nevis Marketing to offer readers the chance to win a pair of top-notch TCX boots every month – for our October issue we're giving away some Pro 2s worth a whole £274.99 – but if you want them you're going to have to be eagle-eyed!



Hidden somewhere in the pages of this month's DBR we've superimposed this head shot of Billy MacKenzie onto a random body – find him and you could find yourself the proud owner of a pair of top-of-the range Italian MX boots.

Once you've worked out where's William you need to text the word DBRWILLY followed by a space, the page number, another space and then your name and postcode to 81800. You'll receive a text back confirming your entry to this competition.*

Entries close on October 9 with the first correct answer chosen at random getting the hoof-holders (don't worry, we'll give the winner a bell to get their size)...

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SNOWSTORM!

ALEX TAKES U21 TITLE AS SERIES GOES DOWN TO THE WIRE

Words and photo by Toby Fuller

Cusses Gorse plays host to the final round of the MMX champs and with the British Open title already in the mitts of Wayne Smith the attention on the day turns to the U21s with Alex Snow, Kristian Whatley and Ashley Greedy all in with a shout of being crowned champion.

Snow finds himself picking up his KTM off the floor in turn one after a pile-up so it's the CCM of Whatley who takes control at the front to secure the win. Snow recovers to a very respectable fourth after a race-long damage limitation exercise to keep his title hopes alive and kicking.

So going into the final moto of the championship it's between Snowy and Whatley and it's Alex who makes sure of the crown with a classy gate to flag win to bring home the title for KTM UK.

Up in the Open class Pioneer Emberson Yamaha rider Smithy still gives it 100 per cent – even though he's already wrapped up the title at the previous round – and shows a clean pair of heels to Nev Bradshaw on his DB Racing Honda in race one. But the Cumbrian goes down in turn one in race two and leaves the Beast at the front to take the win and the overall.

Smith gets second on the day with wildcard Spaniard Xavier Hernandez filling the last step on the podium.

FINAL SERIES STANDINGS

OPEN >>

1	Wayne Smith	261 points
2	Bryan MacKenzie	188
3	Ray Rowson	160
4	Richie Lawson	134
5	Alex Rach	132

U21 >>

1	Alex Snow	255 points
2	Kristian Whatley	235
3	Ashley Greedy	210
4	Joe Dark	190
5	Shane Carless	188



Snowy seals the U21
title in style with a
gate to flag win



GORDON CROCKARD

UP TO SPEED!

GORDY'S LAST-MINUTE TESTING SCHEDULE IS STARTING TO PAY OFF AS HE GETS BACK UP TO RACE PACE...

Words by **Gordon Crockard** Photo by **Sutty**

Hi readers, my wee month has been all about crap weather, MX practice, bike mechanicing, racing, doing goggles and generally turning into a motocross recluse hermit nerd. Life has a lot to offer you know and recently I haven't been taking advantage of that very much so forgive me for not having any 'real life' stories to report and instead the content is fairly predictable dirt bike boy diary.

I'm still racing MX for the PAR Honda team and chasing my tail just a little with trying to catch up to race pace and also improve and refine my bike set-up. I'm much happier with my motor characteristics now after spending a lot of time testing different combos of pipes, flywheels, heads, compression ratios, cams, clutches, gearing, oil, swinging arm length and even riding style. I have more possibilities to continue seeking improvement but as of late I am much more pleased with the bike's ability and I will concentrate on polishing my own skills and lowering my lap times.

Bells Hill in Crossgar is a historic venue for Irish scrambling – currently known as motocross – and this year the annual event ran again and I had the pleasure of being on the startline. Heavy, constant rain made the track wet in the beginning but eventually it was spot on for the racing. I won the race and collected the Billy Hutton Trophy before rushing off to try and catch the ferry out of Dublin to race at Hawkstone the next day.

The rain put an end to that idea and the agony of sitting at a standstill on the flooded motorway into Dublin for two hours was painfully frustrating. The rain flooded the motorway to the point where the water was up over car bonnets and a total jam was inevitable. We were still sat on the motorway when our ferry set sail out of the port. With no more sailings that night I could only turn around and head for home. Such a waste of diesel and boat fare. Damn rain – where the frig is the so-called summer?

Brampton in Cumbria was a better trip for me and the mood in the camper on the way home was a fair bit more craic. On the Friday before leaving for the early Saturday ferry I had a bit of a drama where I discovered a hole in my one-off header pipe on the bike. I had to get it welded and it had to be titanium welded which made it a stress as late on a Friday night it's not so easy to find someone who can titanium weld a header pipe. Laurence Spence to the rescue as it turned out! Yes, 'Spanker' Spence pulled me out of a hole and welded my hole in my pipe (does that read rude?). Thanks Laurence...

I managed to get second in the second moto at Brampton but I still felt I came up short as I really only would have been satisfied with winning. I'm hard to please which I probably get from my da but I reckon it's just because we are ambitious. Maybe it's a ginger thing as there seems to be a pattern in that gingers like

winning. Carmichael, Villipoto, Ferry, Canard, Billy Mac, Max Anstie, Rattray, Smets, Josh Hill, Mel Pocock, me! Or perhaps seeing as gingers are generally an easy target to have the Mickey taken out of them they want to win races to lessen the chances of the hair jokes. After all, MX is just a big popularity contest is it not? Everyone loves a winner, right?

So home from Brampton and I practised at my track to get more speed to increase my chances of glory. The forecast gave for awful wet rain all day on the Saturday that I had planned to race at Desertmartin in the final round of the Ulster championship. I expected it to be a pretty lame, non-productive day for me if it was going to be a washout but I practised Wednesday to Friday and actually shot myself in the foot a little with the bike. I left no time for error and sod's law prevailed when I needed parts for my clutch and didn't have time to get it sorted. So I went to the race knowing all wasn't 100 per cent as I had left no time for maintenance. But I still went to the race and enjoyed the track.

Next race I did was an evening MX grasstrack in the centre of Carrickfergus run with the aid of floodlights for the last races as it was coming dark. The turn-out of spectators was brilliant and some of the berms that came up on the track were classics. I love that type of old grass roots racing (pardon the pun). Short, sharp racing sure gets your heart rate going up and down regular and it was home with three wins so happy days.

The Irish GP was on and I was entered so it was down the road to Fairyhouse in Dublin to check out the venue. Fairyhouse is a large horse racing circuit and meets the criteria that a current GP site requires. The track was constructed and the event was a virgin in all areas. The damn rain stayed away thankfully and the weekend was a success in my eyes. It is planned to run in the next few years again so if it improves in some aspects then for sure all will be good.

I qualified 17th on Saturday, was 17th and 11th in the MX1 motos and ending up 11th overall. The track surface was a new one for me and I hope it will be a one-off for the Fairyhouse circuit as it isn't exactly normal. The track builders were in a difficult position due to the extremely wet weather for weeks leading up to the event so laid down a few feet of wood chippings all around the entire track. The theory was that it would mix with the mud if it was wet and therefore make the track rideable if the damn rain was to continue. Thankfully the weather dried up but the track guys decided to leave the wood chippings on the track and to be honest I think they would have been better removed. Anyhow, well done to the entire team who put on the Irish GP and roll on 2009!

Okay, gotta wheelie...

Handwritten signature
dirtbikerider 13

STEFAN AT WESTON

MX LEGEND HITS THE BEACH

Entries are quickly filling up for what is arguably Britain's biggest and most painful off-road race of the year – the Weston Beach Race.

This year's event – the 26th annual running – takes place on the beach at Weston-super-Mare on October 11/12. Sunday's three-hour Main Event is limited to 1000 riders and with over 700 places already filled promoters RHL Activities are warning would-be competitors to enter now or risk missing out.

Former winner and 10-time world MX champion Stefan Everts heads the entry list. Stefan will be joined by his Red Bull factory team-mate Tyla Rattray – currently leading the world MX2 championship chase – in a field that's made up of a unique mixture of off-road superstars and weekend warriors.

"I'm really looking forward to riding at Weston because it's so different from a normal motocross race," says Everts. "It's a very good

event and it's at the end of the season so we can go out and enjoy ourselves. It's unusual as there's a massive amount of starters and it's three hours long so lots can happen.

"We're building a slightly modified KTM 450cc machine to deal with the conditions and this will be a very fun but incredibly tough challenge. There are some talented riders competing and it will be difficult to win – I'm certainly not as fit as I used to be that's for sure. I just love riding my bike and having a good time so I'm really pleased to have been invited to compete in this famous race."

The race this year also incorporates a 'Beach For Life' charity event in aid of Cancer Research and, as usual, many of the Weston riders will be aiming to raise tons of money for their own chosen charities.

Information on how to enter or purchase tickets for the Weston Beach Race can be found by hooking up to www.wbruk.com



Defending champion David Campbell

TIGHT AT THE TOP!

SAUNDERS LEADS AMCA MX1 CHASE – BUT ONLY JUST

Words and photos by Mike Wood

It's all going on at the top of the AMCA MX1 class. During round four at Walterstone, early season pace-setter Gary Davies crashes out and Ben Saunders records a 6-14-3 scorecard so reigning champ David Campbell takes the series lead by just a single point.

Fast forward to round five at Culham and Saunders bounces back in style with the overall win to leapfrog ahead of Campbell. Throw into the mix the fact that the top two of Saunders and Campbell are being hunted down by an in-form Clinton Barrs and you have the right ingredients for a series that looks all set to go right down to a last moto decider. Walterstone winner Barrs is now just 23 points in arrears of leader Saunders while Brad O'Leary and Charlie Hollis are also well in contention and still capable of earning one of those top three slots.

In MX2 the remarkably consistent top three of Phil Mercer, Lee Dunham and Lee Payne continue to dominate proceedings and have now filled the podium places at the last four rounds.

Mercer was again victorious at round four at Branston while a super-quick Payne topped the podium at Culham. With three rounds remaining 'Factory' Phil appears on present form to be favourite to lift the crown with a 51-point advantage over Dunham with Payne just a further four points adrift.

And the battle continues to rage further down the table. Matt Porter currently holds a relatively lonely number four slot but just 12 points separate Simon Lane in fifth from James Lane in eighth.

Ben Saunders leads the MX1 title hunt



SERIES STANDINGS

MX1 >>>

1 Ben Saunders (Delkevic Kawasaki)	282 points
2 David Campbell (Honda)	273
3 Clinton Barrs (Fowlers KTM)	259
4 Brad O'Leary (Direct CCTV/AMS KTM)	248
5 Charlie Hollis (Mission Control Honda)	233

MX2 >>>

1 Phil Mercer (Delkevic Kawasaki)	330 points
2 Lee Dunham (MotoXtreme Kawasaki)	279
3 Lee Payne (Malin Floors/RC Yamaha)	275
4 Matt Porter (Select Homes Honda)	198
5 Simon Lane (Sutton MX Honda)	178



© Plonis

Stefan's going to come out of retirement to race Weston

Simon Lees gives it big licks in '07



© ActionSport Photography

INFAMOUS FIVE!

SIMON GETS BACK-UP FOR FUND-RAISER

Following on from his mega money-raising efforts at Weston in '07, Simon Lees has recruited extra back-up as he bids to raise at least £3000 for Leukaemia Research at this year's beach race.

Simon's been joined by Stu Holland, Kev Harvey, Matt White and Stu Houlston and together the infamous five will take on the Somerset sands as 'Team Rejects'.

On top of riding at Weston, Team Rejects will also be raffling off a shedload of swag at this month's MXdN that they've begged, blagged and flat-out swiped over the last 12 months. Included in the prizes are a brand new KBC helmet, Josh Coppins' MX jeans from the Mallory Park British GP, kit from riders including Max Anstie and Grant Langston plus loads of t-shirts, goggles, oils and gift vouchers etc.

Tickets are priced at £1.50 and are available from the Team Rejects booth located among the trade stands.

Simon and his team have set up a just giving site for anyone wishing to make a donation at www.justgiving.com/simonstukev and for more information on their fund-raising efforts go to www.riderappeal4leukaemia.webden.co.uk

ON YER BIKES!

WOR OPT FOR PEDAL POWER

WOR Events main man Steve Ireland is branching out from his usual hare and hounds and enduro pain-fests to run a multi-lap H&H style enduro for mountain bikes.

The Pedal Power Enduro takes place on November 23 in the Cefn Llwyd forest in North Wales with a 10 to 15-mile stamina-sapping loop planned. Eight classes will cater for all abilities and ages.

For entry forms and more information go to www.worevents.com

EDITOR

Sean Lawless
sean.lawless@dirtbikerider.co.uk
Tel: 01524 834077
Fax: 01524 425469

DEPUTY DAWG

Anthony Sutton
anthony.sutton@dirtbikerider.co.uk

ART EDITOR

Andrew Marginson
andrew.marginson@dirtbikerider.co.uk

DESIGN

Graham Austin
Gary Houghrain

US EDITOR

Steve Cox
www.coxmx.com

TECHNICAL EDITOR

Geoff Walker
geoffwalkerdb@aol.com

YOUTH EDITOR

A.N. Other

CONTRIBUTORS

Jonny Edmunds, Stevie Mills, still-mx.co.uk, Roger Harvey, Stephen Sword, Gordon Crockard, Billy MacKenzie, Alex Hodgkinson, Jack Burnicle, Alan Milway, Toby Fuller, Steve Matthes, JP O'Connell, Max Anstie, Nick Haskell, Adam Duckworth, EK, Mike Wood, Andrew Ferguson

NEW MEDIA MANAGER

Jude Oakley

CLASSIFIED ORIGINATION

Stuart Box, Richard Harrison and David Chu

COMMERCIAL MANAGER

Debs Stuchbury
debs.stuchbury@dirtbikerider.co.uk
01524 834007

MARKETING AND CIRCULATION MANAGER

Richard 'Sugar' Wilkinson
richard.wilkinson@dirtbikerider.co.uk
01524 834013

ADVERTISING

Phil Armitage
phil.armitage@dirtbikerider.co.uk
01524 834012

ADMIN MANAGER

Sarah Hodgkinson

MERCHANDISING AND SUBSCRIPTIONS

Anne Pardula
www.dirtbikerider.co.uk
01524 834030

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Morecambe,
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LA4 4AG

www.dirtbikerider.com



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STEPHEN SWORD

ROLLERCOASTER

IT'S BEEN A MONTH OF HIGHS AND LOWS FOR SWORDY – STILL, AT LEAST HE MISSED OUT ON MAMA MIA!

Words by Stephen Sword Photo by rayarcher.com

Well another month has passed and once again it's had its ups and downs but I suppose that's how it goes! Last month I was on a high after having such a good ride at Foxhill, then came the shocking news that Molson were no longer running as a team for '09. It's a real shame as they are such a great team and have one of the best set-ups I have been part of but at the same time I can understand why. I am sure everyone will massively miss them in the paddock.

Lommel was a day of racing I would rather forget, nothing went my way. In the first race I was 13th and in the second 21st after having a crash – that's enough said about that race! Training with Dave the week after the race helped me mentally become strong and ready for the following week of racing in the Czech Republic.

I put in some good hours riding that week along with gym work and cycling. Czecho was a good day for me, I felt strong on the bike and knew I could do well. In the first race I ended up in fourth place – at the beginning of the race I felt a little tight but as it went on I relaxed and enjoyed the racing. In the second race I came through the pack and ended in fifth place – I always find the second race is easier for me as by then I am relaxed and my fitness is always good.

After the race three riders were set aside to have a drugs test and it was Rui, Tommy and I. It's bloody hard trying to pee into a pot with a man watching everything! After 10 minutes of thinking of running water off I went but Tommy was still there drinking gallons of water – talk about pressure!

I went up to Scotland on the Friday before Brampton so I could spend time with the family which is always nice, especially as I usually only get to go up there in the off-session. I was looking forward to racing there as my friends and family would be there to support and watch. I was pleased with the turn out of the spectators – they are always so supportive. The track was not my favourite and the rain in the morning did not help but that is the British weather for you. Both races I got bad starts and had to fight through the pack and when I was passing to take first position I had a bad line that in the end put me back to third so I was disappointed with that result in race one.

Then in the second race I had another bad

start but managed to get to the front fighting for first with Simpson. Unfortunately, when I was going to make the move we hit and I went down so that race I ended up sixth as I could not get the bike started. So I came away losing more championship points – once again it was not a great day for me but I suppose I do have to remember that it is not over yet!

Once we were back home I took Jodie out for some food and planned to watch Mama Mia as she heard it was great so me being the organised one I got on the computer to book it in advance. Jodie was laughing at me saying it definitely won't be fully booked so I took her advice as she knows best (for an easy life I let her believe this) and shut the computer down. So off we went to have our food nice and early so we had enough time to get tickets and popcorn. We finally got to the front of the really long queue – the cinema was busier than I have ever seen it before but I wasn't stressing – and guess what? Yep, it was fully booked...

Keeping my cool I asked if Jodie wanted to go and watch the new Batman film instead and she looked at me, yawned and said she was tired and that The Dark Knight is on way too long so my night ended there. I wanted to kill her but instead I smiled at her and we went home! My night out and we were home by 8pm with Jodie, the two big dogs and then me on one settee. But hey – that's women for you!

I did the Ken Hall which was a good day – the MX1 bikes went so fast round there but I did my best to keep up. I ended up fourth overall so that was okay. It was a good day and a good turn-out and I will be looking to do that race again next year. Thanks for inviting me along to ride – it was a well-organised day for not only the riders but also the spectators.

Dublin was the last GP of this month. In the first race I got a bad start and had to work hard to come through to sixth where I finished. I can't say I was happy with the race as I was riding tight and the track was tough. In the second heat once again I did not get the best start but fought my way through to fourth position and felt good on the bike. That gave me a fifth overall on the day which was a good result.

Well that's it for now – let's hope next month I have a good one as it will then be the end of the session so fingers crossed!

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Daniele Rizzi keeps the GP Media Centre running smoothly

THE PRESS OFFICER

WHEN YOU'RE NEXT CRUISING THE INTERNET, CHECKING OUT THE LATEST RESULTS AND STORIES FROM A GP THAT FINISHED MAYBE 10 MINUTES BEFORE, SPARE A THOUGHT FOR THE MAN WHO MAKES SURE THE WORLD'S MX MEDIA CAN DO THEIR JOB SO EFFICIENTLY...

Words and photo by JP O'Connell

It's now the norm to be able to fire up your computer and find race reports and pictures from a GP that finished only minutes ago – gone are the days of having to wait nearly a week for T+MX to come out. We tracked down the man responsible for ensuring that the ladies and gentlemen of the press – plus the odd web wannabe – can do their jobs in comfort...

DBR: Introduce yourself and tell us what you do.

DR: "My name is Daniele (Dan-yell-ee) Rizzi, I am 26 years old and I am the press officer/co-ordinator for Youthstream."

DBR: Where are you from?

DR: "I am from Padova in Italy."

DBR: What is your motocross background?

DR: "Before becoming involved in motocross I was doing some press work in MotoGP and World Superbike. In 2005 I watched my first motocross races as a fan and got to meet the marketing director of Youthstream who offered me a job as the editor of a monthly magazine they used to produce called E Mag. In 2006 I was offered the job as press officer, my first GP being Bulgaria of that year."

DBR: What does your job involve?

DR: "During the week I will be writing press releases for Youthstream as well as taking care of the press accreditations GP by GP. I will normally arrive at the GP on Thursday and it is my job to ensure that the Media Centre is properly set up, that the journalists have everything that they need. There must be power for all of the computers, a high-speed internet connection in place, heating, proper lighting, food, drink, tables, chairs, everything must be in place. During the weekend I will organise the rider press conferences and basically make sure everybody has everything that they need to do their job properly."

DBR: For a typical GP how many press pass applications will you deal with?

DR: "On average there will be about 100 journalists at an event and these can be split into three categories – the national media who will only come to that one event, the international media who may cover a few GPs and the permanent media who apply for a season-long

pass. On top of these I will normally receive about 50-60 requests for one event passes from people not maybe directly involved with the press and from these I will have to make some selections."

DBR: How do you choose who's in and who's not?

DR: "There must be a selection. Basically the world championship is like the top of the pyramid in motorsports, there are lots of people who do not have any magazine or freelance experience but want to start at the GPs because they have good equipment and have maybe worked in different environments. I think you need some motocross background to be able to express yourself to the fullest."

"We are only open to the top professionals who can provide good cover letters from magazine editors along with good samples of their work – the selection process is to ensure that we have only the best media. To the people who are turned down I say it's like a pyramid, try to start at local races and get a local paper to use your work, then regional, national and so on."

DBR: How many countries have press representatives at a GP?

DR: "I think it's between 100-150 countries that are represented but not every country has its own representative as they will use work by the freelance journalists. We have magazines in Argentina, Brazil, Canada, Russia and China publishing GP reports."

DBR: As well as being the press co-ordinator some people might recognise you as the pit lane reporter at the GPs. How did that come about?

DR: "Youthstream are constantly trying to improve things and in '07 decided to introduce the pit lane coverage. The TV journalist at that time was already busy sorting the highlights and replays in the truck and because I was free at that time and know the teams quite well I gave it a try. It went quite well and had positive feedback and so it carried on."

DBR: How many languages can you speak?

DR: "I can speak French, Spanish, Italian and English."

DBR: How vital is the press to motocross?

DR: "Absolutely vital, the press is the reason that we are spread all over the world. A GP will normally only

visit a country once a year but for the rest of the season it is the press who will continue the coverage to that country. The print media's importance is vital and that is why we do everything we can to ensure that they have our maximum support. They deserve our respect as they face the same conditions as the riders – you will see the photographers out there taking pictures in the mud, wet, cold...and getting roosted!"

DBR: Which is the busiest GP of the season for you?

DR: "The first and last GP are usually very busy, especially if the titles are still to be decided at the last. It's looking like that will happen this year so Faenza will be extremely busy as regards the media. As for the rest of the GPs I'd say that while we were running it Namur was probably the busiest."

DBR: Are there any aspects of your job that you don't like?

DR: "I think a part of the job I don't like is when I am faced with troubles which I have no solution for – like internet troubles! The quality of the wi-fi connection varies greatly from GP to GP and with lots of different journalists with lots of different lap tops we can run into connection troubles which leaves us with unhappy journos!"

DBR: Which riders are the most media friendly?

DR: "I think Billy MacKenzie is very open and talkative, Josh Coppins for sure, De Reuver because whatever he says it's going to be fun. Tommy, Tyla, Rui and Shaun Simpson are all very talkative as well."

DBR: Once the season begins how many weekends do you get at home?

DR: "Between April and September it will be three or four...and I can tell you I enjoy them very much!"

DBR: With the MXdN just around the corner you must be getting ready for the proverbial shedload of work – how will that weekend differ from a normal GP weekend?

DR: "This year I think there will be 35 nations competing with about 200-250 journalists to look after. The press office will be flat out and working at its absolute maximum, my job will remain the same but with a much bigger workload."

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TEKA TEAM!

mano o mano

WE CATCH UP WITH TEKA SUZUKI'S KEN DE DYCKER AND STEVE RAMON AND FIND OUT ALL ABOUT TAKE-DOWN MOVES, CHARRED STEAKS AND SCRAPPING IN THE SCHOOL PLAYGROUND

Words by JP O'Connell Photo by Suzuki

This month we head towards the top of the MX1 championship ladder and get Team Teka Suzuki's Steve Ramon and Ken De Dycker to spill the beans on themselves. Currently sitting second and third in the series, both admit that the honour of being picked for Mano o Mano is like winning a championship in itself. Always happy to oblige chaps!

DBR: Who would play you in a film of your life?
KDD: "I would get my dad to play me, he already knows everything about me and I think he'd like doing it."
SR: "That's a difficult question, I think Vin Diesel."

DBR: When did you last clean an air filter?
KDD: "I cleaned one only last week after a race, I work often on my own bikes."
SR: "On the Suzuki I changed one on my practice bike last week. As for cleaning one, that was two weeks ago on my trials bike."

DBR: Could you check your own valve clearances?
KDD: "No I couldn't."
SR: "I haven't tried, maybe if someone showed me?"

DBR: Have you ever eaten anything you've killed?
KDD: "I've never been hunting and I've never eaten anything I've run over in the car."
SR: (Laughing) "No, I don't like that stuff!"

DBR: How many bones have you broken?
KDD: "I've broken two – my wrist and my collarbone."
SR: "I think one or two plus the ligaments in my knee."

DBR: How many and where are your tattoos?
KDD: "I have one, a tribal design on my shoulder."
SR: "No but maybe there is one coming, I am not sure."

DBR: It's the last lap, you're in second and right on the leader's rear wheel – do you take him out in the last corner for the win?
KDD: "I will do anything – that's racing. I will do anything it takes to get on the top step of the podium!"
SR: "If it's for the overall then yes but not take them out, try and block pass or get it done cleanly. If it's this season and it's for the championship and my only chance...well, yes, they are going down!"

DBR: What car do you drive?
KDD: "I have a Dodge Ram pick-up."
SR: "A BMW 635D."

DBR: And if money were no object?
KDD: "I would keep the Dodge but I would have something expensive to play on – like a Lamborghini."
SR: "I would have an Aston Martin – not for everyday but for special trips."

DBR: What's your favourite food?
KDD: "Spaghetti."
SR: "Steak with French fries [laughing] and I like my steak well done!"

DBR: If you weren't a motocrosser what would you be?
KDD: "I would have tried another sport, maybe a basketball player or maybe worked in a gym, something like that."
SR: "I was a pretty good soccer player in the past so maybe that – when I was 15 I had to make a decision between motocross and the soccer as they were both at the weekends. I think I made the right choice."

DBR: Which is your favourite track?
KDD: "The des Nations track at Matterley Basin."
SR: "I enjoy the tracks in England – Isle of Wight and Matchams Park."

DBR: What's your ideal holiday?
KDD: "It would have to be somewhere hot with lots of things to do like jet-skiing and windsurfing."
SR: "I'm not really a guy who can lay on the beach for hours but it would be somewhere sunny with stuff to do like jet-skiing."

DBR: Who is your favourite band/singer?
KDD: "Kanye West."
SR: "I like U2."

DBR: What's your best pick-up line?
KDD: "That's the problem, I don't have a pick up line – I don't walk to them, I am too shy!"
SR: "I would just stand there and wait to see if they came to me – try and make some eye contact or something."

DBR: How many sit ups can you do?
KDD: "More than a hundred but it's going to be aching you know?"
SR: "I don't know as I usually do them in sets, let's say about a hundred."

DBR: How long would you have to be seeing a girl before you cut the cheese in front of her?
KDD: "That's not going to be long, probably the end of the week."
SR: (Laughing) "I don't know – it can happen all the time – but I wouldn't let her hear!"

DBR: What's your favourite film?
KDD: "A comedy film or something like Step Up."
SR: "Films like Rocky."

DBR: During your travels where's the craziest place you've had to answer nature's call?
KDD: "That will be in Bulgaria, it's so strange it's almost scary down those streets there."
SR: "I nearly always am travelling in my motorhome so it's never too difficult."

DBR: Do you have any fears or phobias?
KDD: "No."
SR: "I don't like to fly so much – I do but I don't like it."

DBR: What's the most embarrassing article of clothing you've owned?
KDD: "I have some bad looking shirts in my wardrobe."
SR: "If I buy something then usually it's good, afterwards I am not saying 'sh*t' what have I been buying now! Something I do remember is wearing white sports socks with black shoes and trousers – wrong!"

DBR: Can you cook and if so what's your signature dish?
KDD: "Yes I can and it would be spaghetti."
SR: "Yes, I like to cook steaks and pasta with chicken."

DBR: What's your most prized possession?
KDD: "I think now that would be my house."
SR: "If my house were burning down I would try to ride out both of my championship bikes at the same time while holding onto my dog with my championship medals around my neck!"

DBR: Blonde or brunette?
KDD: "Both!"
SR: "Blonde."

DBR: Favourite race you've been in?
KDD: "Motocross of Nations last year at Red Bud."
SR: "Motocross of Nations at Matterley Basin."

DBR: Have you ever been arrested?
KDD: "No."
SR: "No!"

DBR: Have you ever been in a fight and if so did you win?
KDD: "When I was in school many times but not now – and I won most of them."
SR: "No."

DBR: Is winning a race better than sex?
KDD: "Yes, I get more out of it yeah."
SR: "Winning an overall yes – they don't happen very often. Sex you can have much more often!"

DBR: Who is your sporting hero?
KDD: "When I was young it was always Damon Bradshaw."
SR: "Stefan Everts when I was younger, even when I was racing him I still looked up to him."

DBR: Tell us something about yourself that no-one else knows?
KDD: "Well you do know now but nobody did know that I have a tattoo...there are many other things I could tell you but if my girlfriend reads this then it's all over!"
SR: "I am superstitious in that everything has to be perfect for me, I always put on my left glove before my right and my visor has to be angled perfectly. I am also always looking for things with my number 11 – on the way here we had to wait until pump 11 was free at the petrol station!"





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FAIRY STORIES!

HAS IRISH MX FOUND A NEW HOME FOR THE GP OF IRELAND?
STEVIE GIVES THE FAIRYHOUSE VENUE HIS SEAL OF APPROVAL...

Words by **Stevie Mills** Photo by **Jamie Huddleson**

Congratulations to everyone involved in the GP of Ireland at Fairyhouse. Even the sceptics – along with twice the annual rainfall – failed to dampen the spirit of some 16,000 paying spectators over the weekend. Fairyhouse has the modern facilities and infrastructure with mammoth scope for the future of GPs in Ireland. Let's hope the figures tally up and we can rally sponsorship to make 2009 even better.

It was nothing short of a miracle that this event even got the green light to run as in the two weeks leading up to the GP Mother Nature did her best to kill it. Thousands of tons of wood shavings and a hell of a lot of hard graft saved the day – not to mention those who prayed for sunshine. Although last-minute changes to the circuit were necessary, everyone enjoyed watching extremely close racing in all four GP motos with a different race winner every time.

In MX1 Tanel Leok put his skills back onto many team managers' shopping lists by taking the surprise GP overall win. Big Ken won the opener but could only manage third in the second race. And all the Irish boys made it to the startgate in MX1 and acquitted themselves well in such esteemed company.

GC did not look like he was enjoying his return to GP racing during race one as he, like the rest, had found a new challenge in racing on wood chippings – but it was the same for everyone! Second time out GC gated well and really got his rhythm going, fending off GP winner Jonathan Barragan in the closing laps of the moto – which must have put a smile on Gordon's face – to take an 11th in his first GP in over a year.

Wayne Garrett DNF'd race one but he persevered aboard his Moto-One by TAS Suzuki and the recently crowned Ulster champion made amends by recording 22nd in race two. Stuart Edmonds proved his international pedigree by recovering from a technical problem in race one to collect his first GP point with a fine 20th second time out. GOMX/Russell's Motorcycles rider Ross Brown held his own going 25-23 – by his own admission racing at this level is a big jump from the Irish championship class.

In MX2 the Irish were down on their luck. Graeme Irwin crashed during practice – momentarily popping his shoulder out – and was advised by medical staff to sit out the rest of the proceedings. Graeme, although obviously disappointed, will be back in action to defend his lead in the Irish MX2 championship. Martin Barr's weekend got off to a bad start when he crashed in his qualifying race and was lucky not to sustain serious injury as he was run over by three fellow competitors. TMC Motocross.ie rider Darren Leonard and Robert Hamilton missed out in the LCQ race but Martin's remarkable fifth place finish earned him a place on the GP startgate. A credible 15th in race one and a top 10 start in race two had the crowd behind Barty on his UTAG Yamaha but a rock smashed through Martin's goggles, hitting him in the face and pretty much finishing off his race.

The final round of the Ulster Premier championships were hosted at Desertmartin and what a showdown it was between Wayne Garrett and Stuart Edmonds. Throw wildcards Bryan MacKenzie and Gordon Crockard into the mix to separate the pair battling for the top slot and the scene was set for a cracking final round.

No stranger to the Porters Pit venue, Bryan scored 1-2-1 to Crockard's 2-1-4, the latter's performance being down to a mechanical issue. Only three points separated Wayne and Stuart with Wayne successfully defending his Ulster MX1 title. It has to be said that Stuart has come of age and is ready to take a step up in class for 2009 at British championship level.

RS Freight's Richard Bird scored in all but one moto this year and it paid off with a podium result while race winner Gary Gibson's sheer speed and determination could not make up the points lost after posting three DNFs throughout his campaign. Gibson has shown that he has the speed to win and fourth place is a good stepping stone for next season.

The Grade B McBurney Solicitors-sponsored series saw the second Moto One By TAS winner as Michael McCammond's 13 race wins got him the title with over 100 points to spare. Lisburn racer Neil Campbell claimed the runner-up spot from Southern Centre rider Aaron Fetherston. Kevin Traynor held onto fourth position from Paul Beattie who powered his Moto X Focus Yamaha to overall victory at Desertmartin to signal his return from injury.

In the Russell's Motorcycle's Grade C class it was Moira's Steven Arnott who collected the top prize from Kyle Farrell-McCauley in second with GOMX/Kelly Glass rider Michael Huddleson collecting third despite sitting out the final two motos with an injured ankle.

Congratulations to Edward Allingham on successfully winning the MX2 British championship series. Edward mirrored the efforts of fellow Northern Ireland rider Graeme Irwin who was awarded that accolade last season. Edward has raced in the USA, winning races in California along the way. We are unsure of his commitments but we are hearing that there is a distinct possibility that Edward will be spending more time in the US during 2009.

On the day of the des Nations everyone in Ireland is 100 per cent behind the team but it never ceases to amaze me how much c**p talk gets posted on the internet from the faceless 'armchair experts' – some of which have the memory capacity of a goldfish!

It's a no brainer (a what? – SL!) GC and Martin Barr are simply the best off-road riders we have in Ireland right now so the only issue is about who is the third member of Team Ireland? And even that is pretty much a two-horse race – Wayne Garrett or Stuart Edmonds. The final call was made after the GP of Ireland – GC, Barty and Stuart are on the team. It was a tough decision based on the ability to perform under pressure – and you don't get more pressure than riding at your home GP.

Stevie

Ross Brown holds his own at Fairyhouse



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QUALITY, NOT QUANTITY!

TOO MANY 'HOBBY' RIDERS ARE TAKING THE SHINE OFF THE ISDE WHICH HAS LOST ITS 'OLYMPIC' STATUS

Words and photo by Jonty Edmunds

The International Six Days Enduro is often referred to as the 'Olympics of motorcycling' which, if you'll excuse my French for a moment, is absolute merde. The International Six Days Enduro is a race that trades on past glories – a once great event that challenged man and machine in a way that no other enduro could.

Today the ISDE is many things but an event of Olympic proportions it most certainly isn't. Yes, it gathers together competitors from around the world. Yes, it is steeped in history. And, yes, it was once the single most important enduro event on the planet. But today? Well thanks to its ill-fitting mix of professionals and amateurs it is a race that fails to deliver what either the full-time or 'hobby' riders want.

One reason the Olympic games has remained as the single most important sporting event in the world is because it has changed with the times. While the FIM still believe the six days to be a festival of enduro that showcases all that is good with off-road motorcycling (while burying their heads in the sand and refusing to admit that the event needs to be updated and has ongoing issues that need to be resolved), the International Olympic Committee have recognised the need for change and have done something about it. While the games certainly isn't without its own problems the IOC have

improved the Olympics and kept it relevant. How so? Just look at the BMX competition and the way that 'traditional' sports are now mixed with those that are fitting for the youth of today.

The creed, or guiding principle, of the modern Olympic Games is a quote by Baron Pierre de Coubertin. "The most important thing in the Olympic Games is not to win but to take part, just as the most important thing in life is not the triumph but the struggle. The essential thing is not to have conquered but to have fought well."

At the ISDE anyone can take part which is largely where the event's problems lie. Some of the world's best riders are joined by many that aren't the best. At the Olympic Games the very best athletes from each country compete. Some are much, much better than others but all are the best their respective countries have to offer. This gives a relatively level playing field.

The problem the ISDE has is that it caters for the masses yet prides itself in being the event that decides which nation is collectively 'the best'. But club riders want to enjoy themselves while professionals want to compete against one another. Professionals don't want to spend all day riding only to have a handful of special tests decide the finishing order. But they have to because of the size of the entry which makes it impossible to have smaller laps and more special tests.

This year, like in many recent six days, a number of the world's top riders opted not to compete. They're simply not interested in the event. Why? Because they know that to a greater or lesser degree their result will be decided by others – namely the occasional Venezuelan or Japanese rider that accidentally holds them up on a special test.

For the ISDE to become the Olympics of motorcycling again it has to pit the best riders from each country against one another, just as it used to and just as the Olympics does with its athletes. That means an entry that's about quality, not quantity. With a nucleus of riders representing each country, one Trophy team, one Junior Trophy team and one or two club teams would ensure that the event that once challenged – and I mean really challenged – the best in the world could once again do so. Fewer riders would allow organisers to include more special tests. More special tests would result in closer, fairer racing and an event that would sit comfortably alongside the TdN and MXdN.

The ISDE would still retain its inter-country, inter-continental flavour, it would re-ignite the interest of riders, team managers and manufacturers alike. It would see the ISDE head in a very different, bold, new direction but one that would ensure the event returns to its former glory. Which I for one certainly hope it does...

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Team USA have an all-Kawasaki line-up for the 2008 Motocross of Nations, with James Stewart, Ryan Villopoto and Tim Ferry carrying the Stars and Stripes - as AMA Team USA goes for its 19th Nations victory!

But, British heroes Billy Mackenzie and Tommy Searle could have a pivotal role in upsetting their ideal, and keep an eye on the likes of Toni Cairoli who made a winning move into MX1 on this course at last year's Grand Prix. Steve Ramon, Sebastien Pourcel and now David Philippaerts, should also be among the front runners in what is arguably the sport's most prestigious event.



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HARD TO HANDLE

Could you help as I'm in need of some expert advice. I have a '97 Suzuki RM250 – I know it's old but I use it for hare and hound enduros and it's all I can afford at present!

It's in fantastic condition and goes very well but it handles like sh*t! I have had the forks done twice so I don't think they're the problem. The back end feels a bit soft and springy, when cornering the front end seems very light and generally the whole bike feels unstable. I know it's not down to rider error as I have ridden other bikes and they make me feel like Ricky Carmichael! Can you help please as it's making my races a real struggle...

Ian, Wiltshire

With a problem like this there's only one man to call – our tip-top tech Geoff 'Godfrey' Walker who replies... "The RM sounds like it needs a rear shock rebuild Ian. From what you say it's pretty likely that the bike is unbalanced and if the forks have been done by someone who knows what they are doing then the problem would point to the rear end. The bladder has probably lost its nitrogen pressure which means the oil will have degraded beyond its limit."

DOWN AND UPS!

As a 14-year-old racer it's always a disappointment to receive a phone call informing you that the evening race you were so looking forward to has been cancelled! However, after I received this terrible news (due to the great British summer's glorious weather) I received another phone call informing me I'd been accepted at one of the exclusive Stefan Everts training days at Tony Moto organized by KTM UK in August!

I was seriously lost for words (something that doesn't happen very often to me) and I would like to thank DBR with all my heart for the column informing me that the training days were happening. If it wasn't for you guys I would never have known about it and would never be heading off for a training day with a 10-time world champ! So thanks guys! And thanks to Stefan Everts and KTM UK for giving up their time to organize this amazing opportunity for a young racer!

Ross, Cornwall

PS If you guys ever need a young columnist you know where I am – I'd love a job at DBR!

Talk about a rollercoaster ride Ross – you loose some and then you win some we guess! We're glad that we played a small part in the good thing that's happened to you this month but you do realise now that we expect you to send us some pics of your day with Stefan...

BACK IN BLACK!

I own a '93 KX125 and want to buy a set of black plastics for it – it's just that I can't find anyone that does them. I was hoping that you might be able to point me in the right direction? Any help will be greatly appreciated.

Arron, Newcastle

MD Racing do black plastics for a '93 KX125. Give them a bell on 01935 429646...

MUC SPREADER

I'd just like to say that I'm loving the photography in DBR – those guys don't get enough recognition and they get some awesome shots! I've just brought a Suzuki RM125 and I can't wait to go out on it! I'm not the richest guy and I'm going back to college full-time so any chance you could do a big fan a favour and send me some of that lovely Muc-Off?

Rob, Crawley

It's on its way Rob...

CARBON FINDER

Exactly how hard is it to find accessories for an enduro bike? I bought a new DRZ400 in June and have since spent hours trying to find a full carbon fibre trim pack in the UK. The best I have found is on eBay – from Israel – and they didn't bother replying to an email I sent them.

Surely if UK distributors are willing to take our money selling these bikes they should be able to provide the accessories too? If any readers can help I would be really grateful as my other half is wearing her laptop out trying to find something for me.

Wayne, Wiltshire

Sorry mate, we can't help you with this but if any readers can they should drop us a line and we'll pass it on to Wayne...

DE CARLI GRAPHICS

Hi, firstly can I say how good your magazine is and secondly could you tell me where I could get a set of Red Bull Yamaha De Carli graphics as I recently had my 2007 KX250F stolen and I've chosen to get a Yamaha.

Lastly I would like to say that me and my dad went to watch the X Fighters in Madrid and the 540 that Johansson did was insane – he didn't land it on his first attempt in best trick on the Thursday but then he nailed it on the Friday.

Leo, Staffordshire

Sorry to disappoint you Leo but to the best of our knowledge there's nowhere you can get the graphics you're after as Red Bull don't licence them except to their supported teams.

CHOKED N' COKED

I am having trouble with my YZ85 '04 as it is bogging down a lot. I use good quality oil in her but the owners before me were using a 125 mix. I have lowered this to a recommended mix but would also like your word on it.

My problem is that when I try to start her it just won't have it. I have had a mechanic have a look and he has a feeling that there is simply too much oil in the bottom-end and advised me to run straight petrol through her. But when I try to do that it won't start. I have tried several spark plugs all of which were brand new but after a few kicks they came out filthy.

Please shed some light on the matter and tell me anything but strip and clean the bottom-end which has been suggested by a few people.

Kieran, Ross-shire

We passed your email on to Geoff Walker who replies... "First things first nipper, do not under any circumstances try to run neat fuel in it or it will blow up! It sounds to me like you need to have your top-end rebuilt and run with the recommended oil mixture – usually 125ml of two-stroke oil for every five litres of fuel."

"The bike is coked-up and until it's cleaned through from the air filter to the exhaust port it will keep taking the oil to the plug. There could also be a possibility of the air filter being over-oiled which would cause the bike to run rich. Make sure the filter is wrapped in paper roll after oiling to remove any excess oil, allowing the bike to breathe."

"Also, there's a possibility that there's a crank shaft seal leaking gear oil into the bottom-end. This would make the bike hard to start and it would chuck out blueish smoke..."

GET A GRIP!

I'm having a problem with ripping off the ends of my grips. I've tried the penny in the ends to make it solid which didn't work and I bought the new Pro Taper grips with 'unbreakable ends' and they broke within three hours in one enduro event. They just always seem to rip which means I always need to buy a new pair for the week coming so I will pass scrutineering. If you've got any tips or know of anything to do which will stop them ripping please let me know.

Chris, South Wales

More Geoff Walker... "The grip problem can only really be sorted with a set of wraparound handguards. These protect the end of the bar as well as your pinkies. I have ridden with Cycra and RaceTech and both are cool. The only other way to sort it is to keep it rubber side up and stop hitting the deck!"



GOT SOMETHING TO SAY? WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at rant@dirtbikerider.co.uk
All letters/emails must be accompanied by a full address.
Oh and please don't send emails all in capitals. Cheers!

LETTERS WIN PRIZES

Write to Rant, get your letter published and you'll win a one-litre trigger bottle of marvellous bike cleaning fluid Muc-Off. And if we rate your letter highly enough you'll also receive our star prize – this month a pair of Etnies Angle shoes.





SWATCH

MAT REBAUD WATCH

Mat Rebaud has the floppiest hair of all the current FMX gods who compete at the highest level of freestyle motocross which might or might not be the reason why badass watch manufacturers Swatch decided to create a Mat Rebaud replica Swatch watch. Coming complete with a dirt bike helmet style case this sensual gold and leather watch is just the thing to help you get to places on time and stuff. Check it out in a Swatch watch shop near you in your own time.

Price: £130
Supplier: swatch.co.uk



EVS

FUSION SOCK COMBO

Take a look at these sexy new one piece sock/knee sock combo jobbies from EVS that come in two sizes – small/medium (that's shoe size 7-10) and large/x-large (10-13 innit) – and are ideal for all knee-brace wearin', son-of-a-bitchin', motocrossin' people type folk.

Price: £21
Supplier: rushracing.co.uk
Contact: 01404 549696



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RC EVOLUTION RACE COLLAR

Providing the ultimate in neck protection the RC-Evolution race collar has been designed to help reduce neck compression and extension related injuries by using a combo of energy absorption, diffusion and deflection. The fully customisable collar comes in four different sizes and five colour combinations. Check out www.evs-sports.com for the full lowdown on this awesome new product.

Price: £120
Supplier: rushracing.co.uk
Contact: 01404 549696

GAERNE

SG12 BOOT

I absolutely adore the phrase 'the best just got better' and I'm not shy when it comes to using it either – especially when we're on the subject of a top-notch piece of kit like these Gaerne SG12 boots. Superseding the fantastic SG10s – which were quite literally the best motocross boots money could buy – the 12s are much improved (or so Gaerne say) and we're looking forward to getting a pair in the post so we can test them in depth and give you the full lowdown.

Price: £420
Supplier: malcolmrathmellsport.com
Contact: 01423 772885



NO FEAR

ROGUE RACEWEAR

If our photography department wasn't so chuffing slow Nunny would have debuted this 2009 No Fear Rogue Racewear at the Grand Prix of Ireland in Dublin. It's made from the finest materials, it's well built and it's pretty cool looking too – the sort of kit that gives you a mental edge when you wear it to the line because it's so damn sexy... Check out the full 2009 No Fear range of sexy racewear at www.nofearmx.com.

Price: Pants £99 Jersey £35 Gloves £30
Supplier: nofearmx.com
Contact: 0282 563 2266/mxnofearuk@aol.com





VESTAL BEVEL WATCH

Classy like a glass of the finest champagne and beautiful like a 12-inch stuffed-crust meat-feast pizza, this Bevel Watch from fine timepiece makers Vestal is just the thing if you're the sort of person who needs to know what time it is no matter where you are – even if you're in the jungle.

Price: £109
Supplier: vestalwatch.com
Contact: 0207 524 7750

ONE INDUSTRIES FACTORY WHITE KIT

All the coolest things in life are white – like the fridge/freezer combo in your kitchen for instance – which is why if you own a late model four-popper Yamaha dirt scooter you'd be a chuffing fool not to deck out your weapon with this frickin' awesome Factory White plastics and graphics set from sordidly sweet sticker sellers One Industries.

Price: £129 for graphics and seat cover or £189 with plastics set
Supplier: rushracing.co.uk
Contact: 01404 549696



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DUFFS 4130 SHOES

If you don't enjoy walking around barefoot like some sort of hippy then shoes are a great invention. Some shoes make your feet look bad – like Crocs for instance – but some shoes make your feet look good enough to eat. These Duffs 4130s fall into the latter category and as tasty as they are would make an excellent addition to your shoe collection. So the moral of this story is buy some Duffs 4130s – it's simple really!

Price: £55
Supplier: duffs.co.uk
Contact: 0870 085 3785



DUFFS ROLLIN' TEE

Lancaster's local Limp Bizkit tribute band Soggy Cracker do a great rendition of the Fred Durst fronted band's all-time classic 'Rollin'!' which is reet good if you like that kind of thing. But if you don't roll that way, partner, then this Rollin' tee from Duffs might just be more your bag. Check it out at duffs.co.uk then put them hands in the air cause if you don't care then we don't care – or something.

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Supplier: duffs.co.uk
Contact: 0870 085 3785





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OVER AND OUT!

With lots of different race winners – and a title that looks like it's going down to the wire – it's been an awesome season in the MX1 world championship. But just like an ice-cold pint of Old Rosie scrumpy (or, for that matter, a Boyzone reunion tour) all good things come to an end and the series signs off later this month in Faenza so don't miss next month's DBR or you may never find out what happens

Photo by rayarcher.com



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Words and photos by **Sutty**

profile

Zach's got off to a killer start in the British champs on the UTAG Yamaha



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Tommy Searle

Top British rider, MX2 Championship

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A second race eighth at Lommel silenced critics who questioned his fitness



Us British motocross fans have got plenty to thank Steve Dixon for. Not only is the ex-railway worker and now UTAG Yamaha team owner partly responsible for promoting two kick ass British GPs and one of the best Motocross des Nations since the Millennium, he's also brought American youngster Zach Osborne to our shores and equipped him with a race bike good enough to win GPs on.

Already a British championship and GP moto winner, the soon to be 19-year-old (Zach's birthday drops slap bang between the last round of the British championship and the Motocross des Nations where he'll represent Puerto Rico alongside sexy speedster Tarah Geiger and the much less appetising Gino Aponete) former 85cc world champion rocked up in the UK after his deal with the team formerly known as 'the fifth dragon' – Yamaha of Troy – turned sour.

"Everything had been going good with Yamaha of Troy and I spent the whole winter testing with them to get ready for the supercross season," explains Zach. "But the actual race season was not the best – I broke my shoulder in the first heat race at the first round of the year then I came back for San Diego and I did okay there but not great. My bike blew up while I was running sixth in Houston and after that there was a long break in the series until Seattle as the East Coast championship took over. In Seattle I crashed in the first turn and ended up 13th or so."

Overshadowed by his YoT team-mate Jason Lawrence who took the West Coast Lites title in a battle with Ryan Dungey, Zach put his 24th place in the series standings behind him and skipped the Las Vegas East/West Coast shootout in favour of knuckling down to get ready for the great outdoors.

"After Seattle I just trained hard for the outdoor season and I felt really good going into

the first round at Glen Helen – that was until I broke my wrist! It wasn't such a bad break – it was just cracked right the way around – and I was ready to race again four weeks later.

"Although I was ready to go they [Yamaha of Troy] didn't want me to come back to the races. I don't know what the deal was with their budget or whatever but they weren't ready for me to race and I was desperate to get back out there. There was also a whole lot of drama surrounding the team with Jason having all his stuff going on – overall it was just a bad situation for me and I just wanted to get out of it."

But rather than go it alone privateer stylee or search for another ride Stateside, Zach made contact with an Englishman he'd bumped into earlier in the year. "I'd met Ash Kane a few months back just down the street from my apartment at a little breakfast restaurant. We spoke about me racing in Europe at the end of the season – maybe just the last two GPs when the Nationals had finished – but then an opportunity came open for me to come right at the moment that everything was going bad with Troy and everything just fell into place. It was just really good timing and I've learned that in this sport timing is everything."

During mid-July rumours were rife that Dixon had signed an American ex-Yamaha of Troy rider. And after someone spotted a #338 UTAG YZ250F at the Tonymoto facility near Winchester people automatically assumed Jason Lawrence was headed our way which was of course way, way off the mark as it was actually Zach – but why run J-Law's number 338? "It was always my number as an amateur but when I turned pro Jason already had it. As soon as I got the chance to take it back I did – hopefully I can represent it in a good way."

And represent it in a good way is exactly what he did at round six of the British championship at the legendary Foxhill.

ZACH'S BEST...

CD

"I don't even remember the last time I bought a CD. I do have an iPod but I don't illegally download music. I paid for every song that I have and people give me a lot of crap for doing it but the way I see it is that if I were a music artist I'd want paying for what I do. The last song I downloaded was 50 Cent, Hate It or Love It maybe? The G-Unit Remix – yeah, that was it!"

MOVIE

"The Bourne movies. If I weren't a motocross racer I'd be that loner private eye guy like Jason Bourne."

DRINK

"American Orange Gatorade."

FOOD

"Spaghetti."

TRACK

"Probably Steel City – it's always muddy."

PLACE

"Home."

FEMALE CELEBRITY

"Kirsten Dunst – she's mad hot."

CAR

"Bentley Phantom."



Zach went 3-3 on his Brit champs debut at Foxhill





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ZACHON...

EURO TRACKS VS AMERICAN TRACKS

"The tracks in America are quite similar and the only real difference is when it rains at one or two of the races and then there's Southwick which is a sand race obviously. To be honest this track at Brampton – well the bottom half at least – is as sandy as it gets for us and when you look at somewhere like Lommel it makes you realise that people in America don't even realise what sand is. Racing in Europe has already been a huge experience for me with the different style of tracks and I've only been here something like six weeks."

EX YOT TEAM-MATE JASON LAWRENCE

"Obviously he was in the same semi as me but I tried to not associate with him as much as possible because to be perfectly honest he's not the best person to be associated with as you're often guilty by association. He is a great rider and a great talent and I believe he is good for the sport to a certain extent. I do feel that he's gone a little bit overboard now and in my opinion I think he needs a little bit of guidance and some help."

LIVING WITH STEVE DIXON...

"England's been good so far and aside from the weather for the last two weeks it's been fabulous. I can't say enough about Steve and the team, Steve lets me live with him and I try and clean up after him just as best as I can – it's just a full time job though. Oh man – that guy is a mess. I have to clean up after him every day, make his bed, do his laundry – I have to do it all!"



Zach wins the opening MX2 race at Fairyhouse

"My first race here was at Foxhill and I enjoyed it a lot – the track is nice but totally different to anything we have in America. I've never been a great hardpack rider but on that day I was okay. I rode well for the first half of both motos then I tightened up and I didn't do so great in the second half – I came out with two thirds though and that was good."

Despite finishing third overall Zach still caught some flack that day from "cough" some members "cough" of the media who took his pace-slowng race tightness to be purely down to a lack of race fitness – boy, did I get some flack for that one! After narrowly escaping a schoolboy-dad style phone call from Steve, Zach pulled me up about it in Loket and then again at Brampton after he'd won moto one ahead of Simpson and Swordy – some people just won't let it go, ha ha! But before then he'd already made me eat my pre-published words by finishing an outstanding eighth in moto two in the strength-sapping sand of Lommel.

"I always read what magazines say about me and I try to keep an eye on the internet forums like Motonews too. I always try to keep out of the drama by not signing on to the forums though and I always try and turn anything negative that I read into a positive by using it as motivation when it comes to my riding and my training."

"To be honest I rode horrible all day on the

Saturday in Lommel and I didn't have the pace. But by the first moto on Sunday I was riding much better, I didn't have such a great start but I pulled through the pack to 10th before the bike quit. In moto two I got a much better start and this time I pulled through to eighth and stayed there to the end – that was a highlight to me.

"Lommel was good for me under the circumstances and it couldn't really have gone any better than it did. We were at a huge disadvantage there – I was inexperienced in those sort of conditions, the team was inexperienced when it came to working with me and I was inexperienced when it came to working with them. Everything was against us but we turned that into a positive with an eighth place finish – I was proud of that."

More than a few photographers, pit pundits plus passers-by at Lommel commented that Osborne's riding reminded them of a young Ricky Carmichael – whether it be his all-out style, similar size and stature or simply because he's from the land of the free...

"I've heard that mentioned a couple of times since I've been here but Ricky's a great champion and I can't even compare myself to him at this time in my career – yeah he was chubby and I was chubby too but that's the only thing we have in common so far. Hopefully some day I'll be able to compare myself to Ricky and

that's the ultimate goal – to be a great champion like he is."

Chubby? "Yeah, I've always been that way since I was younger and it's something I struggled with, especially last year where it got to the point where I was actually fat. I did something about it and lost 35 pounds over the winter but with the injuries at the beginning of this year I gained a little bit of weight back. My fitness has been good so far this year. I'm getting fitter and stronger every weekend – my biggest problem is that because of my injuries I haven't been able to race a lot. That's held me back a bit but I feel that I'm turning it around now."

So with things increasingly getting better for Zach what does the future hold? "I'll more than likely be staying here with UTAG Yamaha but the deal's not totally signed yet. I'd like to think that if I do stay and I train hard and do everything right over the winter I can duke it out for the British and also the world championship with Shaun Simpson who is going good at the moment."

"Next year Tommy, Tony and Tyla will be gone and in a dream situation it'll be me and Shaun going for it in the championship. You know Aubin's also good and Swordy too then there's also all those French kids coming up but I feel that if I do my job and train hard over the winter I can win the world championship or at least be on the podium at the end of the year."

tha

Photo: RayArcher.com

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at the Irish GP



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IT'S GETTING SO CLOSE WE CAN ALMOST SMELL IT...

Words by [Sutty](#) Photos by [Sutty](#) and [Ray Archer](#)



Ryan Villopoto (#2) was the undisputed star of last year's MXdN



Old enough to own a bus pass and more travelled than Charley Boorman, Michael Palin and Ewan McGregor combined, the Motocross des Nations is the world's premier annual motocross race. Not because of the size of its prize fund or even the number of spectators it attracts but because it's the one race that evokes more pure emotion than any other as teams from countries right around the globe converge to do battle in three gruelling mixed capacity motos.

Started by the Dutch in 1947 – 10 years before the FIM world championships even began – the inaugural event saw just three teams compete at a circuit near Duinrell in the

Netherlands. Won by the British team of Bill Nicholson, Fred Rist and Ray Scovell – who seriously kicked some Belgian and Dutch butt that day – the event moved to France one year later with more teams entered and then grew in size and stature as the years rolled by.

Although the format and rules of the competition have changed over the years the MXdN has never become any less popular with race fans and it still attracts bumper crowds no matter which country or continent it's run in. In recent years the race has been held in Belgium, France, Britain and the USA with crowds in excess of 40,000 at each.

The 2008 edition of the great race will be held here in the UK at motorsports super-venue

Donington Park. The Donington circuit has already hosted an MXGP as well as a Maxxis British championship round on its freshly built – in 2007 – dirt circuit and is of course the British home of Moto GP, the Download music festival and Formula One from 2010 onwards.

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A whopping 35 countries have entered a team for this year's race so far from countries in six of the seven continents (Antarctica are still yet to send a team, the slackers!).

>>



ESSENTIAL INFO

GETTING THERE AND GETTING IN

More or less slap bang in the middle of the country, Donington Park is near to Nottingham, Derby and Leicester

From the M1 leave at J23a and pick up signs for East Midlands Airport (A453) and brown tourist signs for Donington Park.

From the M6 leave at J15 heading for Stoke-on-Trent and Uttoxeter (A50 bypass). Continue forward on the A50 following signs for Uttoxeter, Derby and later picking up signs for the M1. Continue past Uttoxeter, over the A38 and follow signs for the M1. Leave the A50 at the junction signposted Donington Park, Long Eaton and Shardlow. Take the fifth exit off the roundabout and follow the signs for Castle Donington and the brown Donington Park tourist signs.

From the M5 leave at J4a and join the M42. From the M40 join the M42 northbound at J3a. Continue northbound on the M42. Follow the M42 to J11 where it becomes the A42. Leave the A42 at J14, following signs for East Midlands Airport and the brown tourist signs for Donington Park onto the A453.

If you're using a sat-nav then the postcode you need to enter is DE74 2RP.

For admission prices and advance ticket deals head straight to www.donington-park.co.uk or call the ticket line on 0871 2307134.



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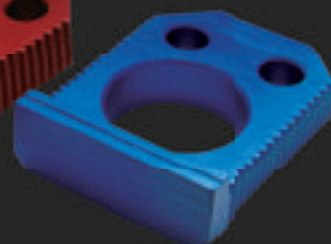


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ENTRY LIST – MXdN 2008

RUNNERS AND RIDERS >>

1 James Stewart	USA	Kawasaki	57 Luis Correia	Portugal	Suzuki
2 Ryan Villopoto	USA	Kawasaki	58 Chad Reed	Australia	Suzuki
3 Timmy Ferry	USA	Kawasaki	59 Brett Metcalfe	Australia	Kawasaki
4 Sebastien Pourcel	France	Kawasaki	60 Michael Byrne	Australia	Suzuki
5 Steven Frossard	France	Kawasaki	61 Roman Morozov	Ukraine	TM
6 Nicolas Aubin	France	Yamaha	62 Oleksandr Pashchynskyi	Ukraine	KTM
7 Ken de Dycker	Belgium	Suzuki	63 Mykola Pashchynskyi	Ukraine	KTM
8 Jeremy van Horebeek	Belgium	KTM	70 Michel Sandoval	Venezuela	Yamaha
9 Steve Ramon	Belgium	Suzuki	71 Humberto Martin	Venezuela	Yamaha
10 David Philippaerts	Italy	Yamaha	72 Fernando Macia	Venezuela	Yamaha
11 Manuel Monni	Italy	Yamaha	82 Gino Aponte	Puerto Rico	Yamaha
12 Alex Salvini	Italy	Suzuki	83 Tarah Geiger	Puerto Rico	Yamaha
13 Billy MacKenzie	Great Britain	Honda	84 Zach Osborne	Puerto Rico	Yamaha
14 Tommy Searle	Great Britain	KTM	85 Valdimar Thordarson	Iceland	Yamaha
15 Shaun Simpson	Great Britain	KTM	86 Aron Omarsson	Iceland	Kawasaki
16 Jonathan Barragan	Spain	KTM	87 Einar Sigurdarson	Iceland	KTM
17 Carlos Campano	Spain	Yamaha	101 Erdenebileg Khaliunbold	Mongolia	Yak
18 Alvaro Lozano	Spain	KTM	102 Khadbaatar Temuujiin	Mongolia	Yak
19 Hiroaki Arai	Japan	Kawasaki	103 Boldbaatar Ganod	Mongolia	Yak
20 Yoshiki Kitai	Japan	Suzuki	104 Evgeni Tyletski	Belarus	Suzuki
21 Yohei Kojima	Japan	Suzuki	105 Sjarhei Sabirzianau	Belarus	Kawasaki
22 Julien Bill	Switzerland	Honda	106 Aliaksandr Hiruts	Belarus	Honda
23 Arnaud Tonus	Switzerland	KTM	107 Sergey Astaykin	Russia	KTM
24 Patrick Walther	Switzerland	Yamaha	108 Evgeny Bobrishev	Russia	Yamaha
25 Max Nagl	Germany	KTM	109 Vitaly Tonkov	Russia	Yamaha
26 Marcus Schiffer	Germany	KTM	110 Marc de Reuver	Netherlands	Honda
27 Daniel Siegl	Germany	Suzuki	111 Cerial Kromhof	Netherlands	KTM
28 Colton Facciotti	Canada	Yamaha	112 Bas Verhoeven	Netherlands	Kawasaki
29 Tyler Medaglia	Canada	Suzuki	113 Josh Coppins	New Zealand	Yamaha
30 Dusty Klatt	Canada	Kawasaki	114 Daryl Hurley	New Zealand	Suzuki
31 Tanel Leok	Estonia	Kawasaki	115 Cody Cooper	New Zealand	Suzuki
32 Gert Krestinov	Estonia	KTM	116 Fredrik Aulisetser	Norway	Honda
33 Aigar Leok	Estonia	Yamaha	117 Remi Nyegaard	Norway	Honda
34 Neville Bradshaw	South Africa	Honda	118 Lars Thomas Svinsas	Norway	Honda
35 Tyla Ratray	South Africa	KTM	119 Kasper Jensen	Denmark	Honda
36 Kerim Fitzgerald	South Africa	TBC	120 Nikolaj Larsen	Denmark	Suzuki
37 Gordon Crockard	Ireland	Honda	121 Rasmus Jorgensen	Denmark	Suzuki
38 Martin Barr	Ireland	Yamaha	122 Tomas Bucenec	Slovakia	Honda
39 Wayne Garrett	Ireland	KTM	123 Martin Kohut	Slovakia	KTM
40 Andrea Hultman	Sweden	Suzuki	124 Tomas Simko	Slovakia	Honda
41 Filip Thuresson	Sweden	Suzuki	125 Antti Pyrhonen	Finland	Suzuki
42 Johan Carlsson	Sweden	Suzuki	126 Harri Kullas	Finland	KTM
43 Lauris Freibergs	Latvia	Yamaha	127 Matti Seistola	Finland	Honda
44 Aigars Bobkovs	Latvia	KTM	128 Klemen Gercar	Slovenia	Yamaha
45 Davis Livs	Latvia	Yamaha	129 Jernej Irt	Slovenia	Yamaha
46 Leandro Nunes Da Silva	Brazil	Honda	130 Saso Kragelj	Slovenia	Yamaha
47 Jean Carlos Ramos	Brazil	Honda	131 Kornel Nemeth	Hungary	KTM
48 Antonio Balbi	Brazil	Honda	132 Bence Szvoboda	Hungary	KTM
49 Martin Michek	Czech Republic	Honda	133 Laslo Cluni	Hungary	Honda
50 Petr Smitka	Czech Republic	Yamaha	134 Oskaras Agafonovas	Lithuania	Suzuki
51 Martin Zerava	Czech Republic	Honda	135 Raimund Machrov	Lithuania	Yamaha
55 Paulo Goncalves	Portugal	Honda	136 Vytautas Bucas	Lithuania	Kawasaki
56 Rui Goncalves	Portugal	KTM			



An American fan – probably...



James Stewart won in '06



Roger De Coster's won as a rider and team manager



US-based Aussie Michael Byrne



Favourites to win have to be Team America who are sending an all-Kawasaki team of James Stewart, Ryan Villopoto and Timmy Ferry. All former des Nations champions in one year or another, the American riders know they must pull together and work as a unit in order to succeed.

"It's a team race and the real goal is to bring the trophy back home and I believe we can do that," reckons Stewart. "The last time I competed at the MXdN at Matterley Basin I didn't even win a moto but I was happy because the team won."

For Villopoto – who dominated last year's event by winning both of his motos – the des Nations will be the last time he races a 250F in anger. Stepping up from the MX2 class to MX1 in 2009, Ryan's looking to end his MX2 career

with a bang. "This will be my last race riding a Kawasaki KX250F and I really want to end my MX2 career with another great run against the world's best racers," claims Ryan.

While Stewart and Villopoto have only ever been members of winning des Nations teams, Team USA's third rider has seen both sides of the coin after getting beaten by the Belgians at Zolder in 2004 before finally grasping the Chamberlain Trophy himself last year in Budds Creek. "It's always an honour to be a part of this team," claims Ferry. "Being on the team with two great riders – James and Ryan – is awesome and I know we are going to do our best to win it all again!"

But before the Yanks can lay claim to the

trophy they're going to have to beat the British, French, Belgian, New Zealand and Australian teams who are all in with a shot of winning too!

Tommy Searle, Shaun Simpson and Billy MacKenzie have all proved that they're brutally fast around the Donington circuit already this year at the Maxxis championship round held in March. The track is also the scene of Searle's first ever GP victory so holds happy memories for the factory KTM rider too.

While this is Simpson's maiden MXdN and only Searle's second, MacKenzie's an old hand and knows just what to expect which gives him a lot of confidence as the great race looms on the horizon. "I'm really excited about the race," reckons Billy. "I had a wee look at the entry >>

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Villopoto knows what it's like to win a des Nations...

Ramon leads Barragan at Budds Creek in '07



MXdN

PREVIOUS WINNERS >>

2007	USA	Carmichael/Villopoto/Ferry
2006	USA	Stewart/Villopoto/Tedesco
2005	USA	Carmichael/Windham/Tedesco
2004	Belgium	Everts/Ramon/Stribos
2003	Belgium	Everts/Ramon/Smets
2002	Italy	Bartolini/Chiodi/Puzar
2001	France	Demaria/Seguy/Vuillemin
2000	USA	Carmichael/Hughes/Pastrana
1999	Italy	Bartolini/Chiodi/Federici
1998	Belgium	Bervoets/Caps/Everts
1997	Belgium	Bervoets/Everts/Smets
1996	USA	Emig/Lamson/McGrath
1995	Belgium	Bervoets/Everts/Smets
1994	Great Britain	Herring/Malin/Nicoll
1993	USA	Emig/Kiedrowski/McGrath
1992	USA	Emig/Kiedrowski/Liles
1991	USA	Bradshaw/Kiedrowski/Stanton
1990	USA	Bradshaw/Stanton/Ward
1989	USA	Kiedrowski/Stanton/Ward
1988	USA	Johnson/Lechien/Ward
1987	USA	Hannah/Johnson/Ward
1986	USA	Bailey/Johnson/O'Mara
1985	USA	Bailey/Lechien/Ward
1984	USA	Bailey/Johnson/O'Mara/Ward
1983	USA	Bailey/Barnett/Glover/Ward
1982	USA	Bailey/Chandler/Gibson/O'Mara
1981	USA	Hansen/Laporte/O'Mara/Sun
1980	Belgium	Jobe/Malherbe/Van den Broek/Vromans
1979	Belgium	De Coster/Everts/Malherbe/Van den Broek
1978	USSR	Kavinov/Khudiakov/Korneev/Moisseev
1977	Belgium	De Coster/Malherbe/Mingels/Van Velthoven
1976	Belgium	De Coster/Everts/Rahier/Van Velthoven
1975	Czechoslovakia	Barbovy/Churavy/Novacek/Velky
1974	Sweden	Aberg/Andersson/Jonsson/Kring
1973	Belgium	De Coster/Geboers/Heeren/Van Velthoven
1972	Belgium	De Coster/De Vorst/Van Velthoven
1971	Sweden	Aberg/Hammargen/Jonsson/Petersson
1970	Sweden	Aberg/Hammargen/Jonsson/Kring
1969	Belgium	De Coster/Geboers/Robert/Teeuwissen
1968	USSR	Angers/Petushkov/Pogrbniak/Shinkarenko
1967	Great Britain	Bickers/Eastwood/Smith
1966	Great Britain	Bickers/Eastwood/Rickman
1965	Great Britain	Lampkin/Eastwood/Rickman
1964	Great Britain	Rickman/Rickman/Smith
1963	Great Britain	Rickman/Rickman/Burton
1962	Sweden	Johansson/Lundell/Tibblin
1961	Sweden	Tibblin/Nilsson/Lundell
1960	Great Britain	Rickman/Curtis/Smith
1959	Great Britain	Draper/Rickman/Smith
1958	Sweden	Gustavsson/Lundell/Nilsson
1957	Great Britain	Curtis/Martin/Smith
1956	Great Britain	Draper/Smith/Ward
1955	Sweden	Gustavsson/Lundin/Nilsson
1954	Great Britain	Curtis/Stonebridge/Ward
1953	Great Britain	Archer/Draper/Ward
1952	Great Britain	Nex/Stonebridge/Ward
1951	Belgium	Jansen/Leloup/Meunier
1950	Great Britain	Draper/Hall/Lines
1949	Great Britain	Lines/Manns/Soovell
1948	Belgium	Cox/Jansen/Milhoux
1947	Great Britain	Nicholson/Ray/Rist



...while Tommy can only ponder



list just the other day and aside from the Americans who are always strong I think it's only the Australians who pose a real threat. I honestly think the British team has a good chance – especially if the crowds get right behind us."

The Australian team of Chad Reed (who'll be making his Suzuki debut), Brett Metcalfe and Michael Byrne are undoubtedly going to be strong but many pit pundits actually fancy the French as being second favourites. With Sebastien Pourcel and Nico Aubin riding 450s and Steven Frossard taking the MX2 berth for the Frenchies you'd be a fool to bet against them getting on the podium but some say that they don't appear to have that je ne sais quoi needed to swipe the win from the Yanks.

The Belgians too have a strong team with Steve Ramon and Ken De Dycker who are possible race winners on their factory Suzukis but it's hard to imagine Jeremy Van Horebeek running the

same pace as fellow 250F pilots Villopotatoman, Searle or Metcalfe.

One man who could upset the apple cart as an individual is Puerto Rico's Zach Osborne who continues to impress on the UTAG Yamaha. Riding a fo-fiddy in the MXdN as Tarah Geiger takes the MX2 birth for the Puerto Rican team it'll be touch and go whether we see Zach in Sunday's Main Event but you can guarantee he'll be giving 100 per cent no matter what.

Other individuals who could win a moto but don't seem to have an A-grade team capable of backing them up are South Africa's Tyla Rattray, Italy's David Philippaerts, Spaniard Jon Barragan and Kiwi Josh Coppins.

At the other end of the field are the Mongolians who are fielding their first team ever in the history of the MXdN. Let's hope they don't do as much damage as Genghis Khan when he first left Mongolia because that would be quite some upset!

POWER!

WOMEN IN MOTOCROSS IS NOW THE LARGEST GROWING SECTOR OF OFF-ROAD SPORT. THE GIRLS HAVE THEIR OWN CHAMPIONSHIPS AND EVEN KIT MANUFACTURERS ARE MAKING SPECIAL GIRL-SHAPED RIDING GEAR BUT WHAT MAKES WOMEN WANT TO GET DOWN AND DIRTY? TO ANSWER THAT ELUSIVE QUESTION WE VISITED THE GIRLS INTERNATIONAL MOTOCROSS CHAMPIONSHIP AT CULHAM TO FIND OUT WHAT'S SO GREAT ABOUT WOMEN'S MOTOCROSS...

Words and photos by **Adam Duckworth**



YOU DON'T HAVE TO BE ONE OF THE GUYS

Fake fingernails, blonde hair extensions and perfect make-up don't sound like the usual pre-race check for most racers. But 16-year-old Courtney Pond is far from a typical racer. With model looks and a love for all things girly, she's proof that women racers don't have to be tomboys.

"I'm not boyish in anything at all," she explains. "In fact, racing motocross is the only thing about me that's remotely boyish. I suppose I do get bruises in odd places, though. And boys seem to like that I race.

"When I'm out with friends or getting ready for

parties, it's clothes, handbags and gossip from the girly magazines all the way. I had my hair extensions and nails done for my prom. And I normally don't wear much make-up to race in."

Pond claims all the girls she races with are friendly – "even the ones who are big and stocky!" Courtney has just left school and will soon be attending college near her Portsmouth home to study business. She still intends to keep on racing.

"I only started three years ago, racing a big-wheel 85. This is my first year on 125s and it's a lot faster," she says. "I find it difficult racing against

boys as I don't seem to have the strength."

But not being physically very strong has had huge benefits for her riding. As she can't rely on brute strength, she's been forced to learn to ride really well. She rides stylishly and is always perfectly positioned up on the pegs.

"I've never been taught how to ride at a racing school or anything," she explains. "I just find it much easier to stand up all the time. It works for me." She's been helped by dad Vince, an ex-racer who quit when he broke his leg. "He looks after my bike," she says. "I know nothing about bikes, I just ride!"



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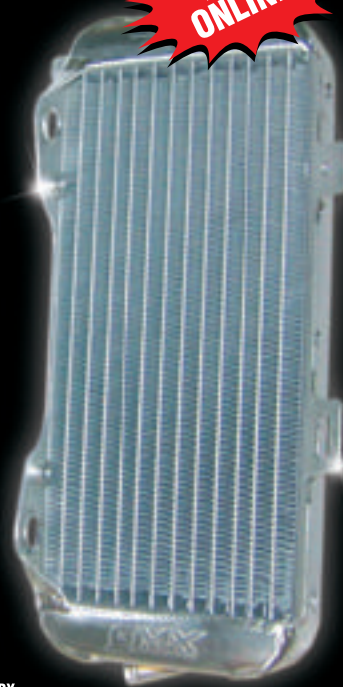
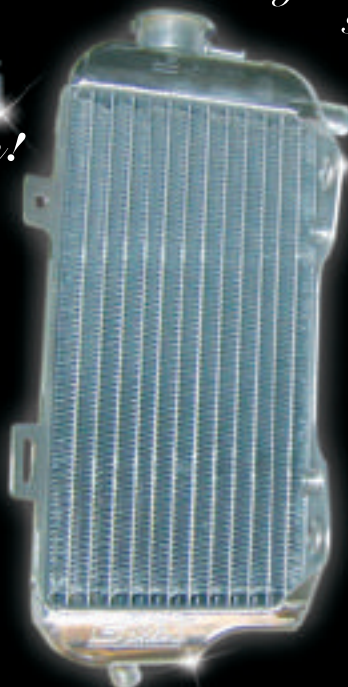
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COS CHICKS DIG SCARS

We've all seen the t-shirts that claim chicks dig scars – they're usually on sale at the Dirt Bike Show alongside other cliché slogans like 'the older I get the faster I was' or 'pain is temporary, glory lasts forever.'

But one chick that is going to have to get used to really digging scars is 16-year-old Amie Goodlad from Harlow, Essex.

Like many riders who move up a class and suddenly find it harder to win, Amie has been trying extra hard to find her form now she's in the adult class and as a result she's been crashing more than ever before in her seven-year racing career.

"I did well in youth racing," she says. "I even once pushed Elliott Banks-Browne off the track. But this year I'm going faster but crashing a lot. It's so hard now."

As well as an assortment of grazes and scuffs that have still to heal properly, in February she crashed and broke her collarbone. Three months later Amie was back racing and getting faster but fell and broke it again. "The surgeon didn't want to operate on a young girl so we decided to let it heal naturally."

At five foot six she's got the strength to muscle the bike around compared to some of her rivals but is only now getting back to speed. A two-week riding holiday in the USA saw her go riding at Glen Helen in a bid to get fit and recapture some lost speed.

"I think I'm just crashing a lot which has affected my confidence. I will get faster and more confident – it will just take time. I'd love to do the women's world championship so this is a minor setback."

But her dad is keen to move to the US so she can race in the more competitive American women's championship. "I'd rather stay in the UK until I am faster," says Amie. Nothing to do with having a boyfriend here then...



GIRLS CAN KEEP IT IN THE FAMILY

When Louise Curtis goes racing it's an all-girl bonding affair. Her sister used to race and comes as moral support, her mum is team manager and even her nine-year-old niece Shannon has taken up racing.

"We're just girls having fun," she says. "And I love it." For 26-year-old Louise, getting wild at weekends is a real antidote to her day job as a scientist. More used to wearing a lab coat in her role as an instrument technician for earthquake detectors, on Sundays she makes earth move in a different way – on her dirt bike.

"I have to take photos in to work to prove I do actually race," she says. "They see me in a lab coat with nice flat shoes and can't believe that I race bikes. I can be a real girly girl, with nice skirts and nails all done. But I love to race."

And she doesn't hold back in her choice of bike. Until recently she raced a Honda CRF450. "But I had trouble starting it when I dropped it as I've got an

injured ankle. In fact I'm waiting for a third operation on it," she says. "So I now ride a 2008 Kawasaki KX125. I even do the DEP Challenge on it."

Curtis started racing 16 years ago after having a blast round a field on her dad's bike. She soon had a trials bike of her own before starting motocross on a KX60. She's also been instrumental in getting her niece on two wheels. "They say it's in the blood, that's why I had to get Shannon on a bike."

Louise's sister Laura who is a year younger raced a Honda CRF250 until recently when she had to sell it to buy a car. "I'd like to start again though," she says. And mum Gillian is always on hand. "I used to sit and home but got fed up of having to go to the hospital to pick them up so now I come along too."

In fact the only one of the family who doesn't race is Louise's six-year-old brother Richard. "He's too much of a girl!" Louise says.



Weston Beach Race

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Places are filling up fast, so book now to avoid disappointment.

IT HELPS BONDING WITH DAD

A father and his teenage daughter usually have very little in common. It's a tough time in every family's life when a girl reaches a certain age and her dad struggles to come to terms with his little angel becoming a young woman but for 13-year-old Leonie Smith and her dad Sean, they spend every weekend together doing what they love – racing motocross.

Both race AMCA in the East group where Sean runs the March motocross club with his wife Lisa. Sean is a former AMCA championship rider who used to work at the Gear 4 KTM dealership near

their Peterborough home and both Leonie and her dad love KTMs – Sean his 250F and Leonie her 85.

"Most girls my age are embarrassed about their dads but mine is pretty cool – and fast on a bike. He teaches me a lot about racing and I'm definitely improving all the time. I've come on a lot."

While Sean's on-track tuition is paying dividends as Leonie is getting quicker all the time there are some areas in which even he's not willing to go. "Every now and again, roughly once a month, she has an off day or two," he says. "I can give her advice on all sorts of things but not that!"



IT BEATS RETAIL THERAPY AND CELEBRITY DIETS FOR GIRLY GOSSIP

While most girly best mates spend time shopping or gossiping about the latest celebrity diet, Alix Dunlop and Dani Hipgrave would rather be going bra-to-bra on the motocross track. Not only are they close pals, they're closely matched on speed too.

"We always seem to end up together on the track and off it," says 15-year-old Alix from Horsham, West Sussex, who races a KXF250. "We're both about the same speed."

Both girls have family members that race – Alix's 12-year-old sister Billie pilots a Honda CRF150 while Dani's brother rides a KTM85 – and both have their strengths and weaknesses on the track.

"I'm better at jumps," says Alix. "But Dani is

more aggressive. Sometimes I beat her, sometimes she beats me. But we're always friends."

The pair both started on 85s and moved up through the ranks together with Dani being a year older and getting to ride the bigger 250Fs a year earlier.

"We talk tactics and go training together," says Alix. "We're both determined to compete in the women's world championship next year. I've been training a lot to get stronger."

Dani, from Guildford, has just left school and is aiming to do an apprenticeship as a mechanic. "There's definitely two sides to me. There's Dani who's a racer on a KTM 250F and into bikes and Dani who wears make-up and goes out partying."



IT COULD BE THE START OF A NEW LIFE

For 20-year-old Louise Williams, women's motocross could not only be the start of a professional career but also the new chapter in a life that's been hit by tragedy.

Louise is the sister of Jason Williams, one of the 19 youngsters who committed suicide in Bridgend, South Wales, over the past two years. There's been huge media speculation of a suicide pact.

"Jason hung himself and since then I had a pretty bad time. I stopped riding. It's a year ago but feels like yesterday," she says.

"We were really close. So close. And he didn't say anything about it at all to me. I saw him on the day he died. He went to work like any normal Thursday but by 5pm he was dead. It hit me really hard. It's hard to ride a bike while coming to terms with everything. I was at university studying sport but I couldn't do it any more. I quit and now I'm living off mum and dad."

Williams only started riding again this summer when Paul Rowland of the PAR Homes Honda team of Builth Wells said he'd give her a CRF250 ride for the rest of the year. "That ride has given me the motivation to carry on. I now go training with a personal trainer. Paul even has his own track I can use. I even hope to do the Women's GP in September. I want to ride for Jason now – he always enjoyed racing."

Self-confessed tomboy Williams started racing six years ago as some of her male friends had bikes. She soon bought a Yamaha PW80 "but I soon got rid of it for a KX80 as all my mates laughed at the PW as it had no clutch or gears," she says.

She took up grasstrack racing, followed two months later by a stint at motocross.

"I hated it," she says. "I didn't want to wreck my bike! But after a couple of months I tried it again and started to like it."

She won a string of girls' titles but, like all other women, races mainly against blokes.

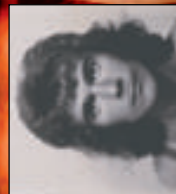
"When racing men I ride a bit more timidly as they don't like us girls beating them. It's always at the back of their mind," she says. "But on a bike we're all the same – just racers. Boys are just more muscley! It's a pity there's not more all-girl racing. There are two main championships but now smaller clubs are starting to put on girls races. I wish it was like in the US where they run girls races alongside the main motocross nationals. That way the best girl does win."

Williams' ride on the PAR team does get her some unwanted attention though. "I get a tough time from some lads as they see me being sponsored and they think they're faster. But we're girls in a women's world and I'm second in the British championship for girls. If the boys who beat me were second in the men's British championship but didn't get support they'd have a point. But I'm second so I deserve some help. Some are jealous, some are happy for you. I'd love to turn pro and now with PAR's backing I think it's possible – I'm as mad about motocross as all the boys."

1978 TROPHÉE DES NATIONS AMERICAN TEAM, LEFT TO
RIGHT, BOB HANNAN, CHUCK SUN, TOMMY CROFT
AND 'ROCKET' REX STATEN AT KESTER, IN BELGIUM



SUNSHINES!



was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX Journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

LATER ON IN THIS ISSUE ALEX HODGKINSON CATCHES UP WITH US LEGEND CHUCK SUN AT LOMMEL BUT FIRST OF ALL HERE'S WHAT DBR'S OTHER OLD-TIMER HAS TO SAY ABOUT THE GP-WINNING FORMER 500cc AMA NATIONAL CHAMP...

Words and photos by Jack Burnicle



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Your Bike's Adrenaline...

I was amazed to meet Chuck Sun at a charity event I was hosting recently in South Yorkshire. Amazed because it was a road racing evening at the Rotherham Superbowl – not the place you'd expect to find an early Stateside motocross hero. But here he was, as trim and dapper at 50 as he'd been in his racing heyday. And he created a big impression by winning the prize for best 10-pin bowling score of the night as befits any self-respecting American!

Chuck was born into an off-road riding family in rural Sherwood, Oregon, in the Pacific north west. As a 12-year-old he earned a hundred bucks from picking strawberries under the summer sun of '68, enough to buy a Cat minibike from the local auto parts store.

Inspired by local star Jim Pomeroy and – like so many kids of his generation – Bruce Brown's iconic movie 'On Any Sunday', Chuck decided to go racing. "Are you sure this is what you want to do?" asked his dad, Roger. When assured it was dad lent his support and Chuck entered his first race at 14. Chuck proudly told the sign-up lady his age and she said "okay, you're number 14!"

The teenager competed regularly at his native national track – Washougal Motocross Park. "In one of my first expert races Pomeroy turned up and lapped everybody," he recalls. "I probably learned more from following Jim than anything else at that age. He was so smooth!"

Within six years Charles 'Chuck' Sun had made the top 10 of a US National championship – the 1976 500 series won by Husqvarna's Kent Howerton – and he

America for 1979, opening his account with fourth overall in the Trans USA series before being sidelined by injury. But Honda kept the faith and Chuck repaid them handsomely in 1980. After finishing third in the 250 SX championship behind Yamaha's Mike Bell (and winning the only Main Event of his career in Atlanta, Georgia), Sun dominated the 500 Nationals. Claiming his first outdoor AMA victory at High Point, he eventually won five rounds to beat Goat Breker's Kawasaki by fully 50 points.

Sun slipped to third in the title chase of 1981 – beaten by Broc Glover – but won two rounds and a famous victory in the US 500 GP at Carlsbad Raceway. Only the second American to win there, he followed up a first race sixth by beating world title chasers Andre Malherbe and Brad Lackey and his team-mate Danny LaPorte to the flag in the second moto.

This form ensured Sun a place on the epoch-making all-Honda MX and Trophee des Nations squad that this time visited Belgium first and West Germany second. And at Lommel, on the most famous and pivotal day in US motocross history, Chuck and his American Honda playmates LaPorte, Johnny O'Mara and Donnie Hansen obliterated the Belgians – on a 10-year winning streak on their 250s – to secure the USA's first world team triumph.

A week later they did it again – despite magnificent opposition from Great Britain – around the contrastingly slick and stony woodland valley of Bielstein to clinch the glittering Chamberlain Trophy and begin an unbroken sequence of 13 US victories in the Motocross des



improved to eighth in the 1977 250 Nationals, finishing just two points behind Bob 'Hurricane' Hannah. He also claimed 10th place in an AMA supercross series won by Hannah and ninth in the 1977 US 125 motocross championship.

But 1978 proved to be Chuck Sun's breakthrough season. Riding for Husqvarna he finished a strong third behind Hannah and Honda's Jimmy Ellis in the 250 Nationals. He also scored a first moto sixth in the US 250 GP at Unadilla – again behind Hannah! This ride so impressed the Swedish factory that they invited him over for their home GP at Jarva where he mounted the rostrum in race one, third behind Vladimir Kavinov and overall victor Neil Hudson!

Chuck then scored points in the Finnish sand of Hyvinkaa before making the long trek to Leningrad for the final round in Russia. There fifth overall behind the top four riders in the championship hoisted the Chinese American (his great grandmother on his dad's side was Chinese) past Valeri Korneev into lucky 13th in the 250cc world championship.

This in turn meant that when the US decided to send a team to contest the end-of-season Trophee and Motocross des Nations, Chuck was an automatic choice alongside 'the Hurricane' and hairy Honda duo Rex Staten and Tommy Croft for trips to Gailldorf in Germany and Kester in Belgium. The quartet finished a fighting fourth on their 500s round the rock-hard blue groove of Gailldorf behind the USSR, host nation West Germany and the Belgians and fifth in the Trophee seven days later.

Sun had done enough to be hired by Honda

Nations! Sun actually injured a foot that scalding day and missed race two but his team-mates did enough to pip Britain and the shell-shocked Belgians.

Chuck recovered and took the 1982 AMA 500 championship to the wire against new Honda signing Darryll Shultz, losing out by just 10 points after an epic campaign.

When he retired from racing, Sun became a stockbroker for a few years. "But I was just choking with the thing so I took off the tie and got back into the motorcycle industry!"

For 12 years he was a regional sales manager and press relations guru for KTM. Then he managed a Husaberg racing team in the AMA Western 4-Stroke Nationals that twice claimed the championship with riders Lance Smail and Mike Young. Inducted into the AMA Hall of Fame in 2003, Chuck took a year out to ride his KTM 950 Adventure round Mexico with a friend before returning to work as a sales rep.

"I was dealing in MSR clothing and other stuff. It was very challenging," admits Chuck. "In bars all the time, drinking and travelling. It was just killing me! I'd been divorced from a lovely woman for many years and my two sons were grown up so I started getting back into physical health by racing again. Racing and having fun!"

Having so much fun that when he came to the UK Chuck missed his flight home and has enjoyed a nomadic summer racing around England and France and even returning for a nostalgic Vets' GP outing at Lommel where his global reputation was so sensationally secured 27 years ago!





Zach Osborne (#338) gets the holeshot in the opening MX2 moto from Shaun Simpson (#24), Anthony Boissiere (#22), Rui Goncalves (#10), Tommy Searle (#2) and Jake Nicholls (#45)

Words and photos by Sully

BARKING!

HOW MANY TONS OF WOOD CHIPPINGS DOES IT TAKE TO RUIN A MOTOCROSS GRAND PRIX? QUITE A FEW AS THE MX1 AND MX2 WORLD CHAMPIONSHIP CONTENDERS FIND OUT IN IRELAND...

Using a circuit set on the flat plains of the Fairyhouse race course – perennial home of the Irish Grand National for horsies – the Irish MXGP was never gonna go down in the history books as an all-time classic no matter how good the racing.

Okay, the pits are superb, the press centre is sublime and the weather turns out to be not so bad either but, record amounts of rainfall for August or not, the hastily-built circuit is a steaming pile – quite literally at times as the Irish sun bakes dry the sodden wood chippings that the Fairyhouse motocross circuit is constructed from.

"The track is terrible here – it's a joke," reckons Martin Honda's Marc De Reuver who enters the Irish GP fresh from competing in the previous weekend's AMA National in Southwick. And he isn't the only one to voice an opinion. "At times it's just really quite painful – the bits get inside your clothing and chafe, itch and scratch," adds Tanel Leok who normally complains about absolutely nowt. Even super laidback Belgian beanpole Ken De Dycker is unimpressed. "If we're going to come here again next year then they [Youthstream] need to start paying us start and prize money because racing at places like this is dangerous."

Despite feeling uneasy about the venue, De Dycker looks confident and in control – or as in control as he can look – all weekend. While Frenchman Sebastien Pourcel – who's debuting the fuel-injected 2009 factory Kawasaki KX450F-SR – is fastest in the two free practice sessions, De Dycker dominates the timed

qualification session as he has done twice in '08.

"The qualifying session went okay for me," claims Keeno. "I put in quite a fast lap early in the session but it wasn't fast enough so I had to go out again and improve it. It wasn't easy as the track kept changing so much but I managed to set a good time – a time that was fast enough for pole."

The start at Fairyhouse – a short, sharp straight into a 90 degree right-hander all on super-slippery wood chippings – favours those able to start from the right-hand side meaning De Dycker chooses the inside gate, Leok (second in qualifying) the second and freshly-dyed ginger ninja Billy MacKenzie starts from gate three. Guess what position he qualified?

And when the gate drops it's Mac211 who more or less gets to turn one first with Spanish KTM star Jonathan Barragan. When Barragan tries to close Billy down, MacKenzie locks up the factory Honda's brakes and slides on the wood chippings into the Silver Action KTM punting the bike and its rider into Pourcel who straightens up and nails Coppins before wiping out the Freecaster video guy's tripod – explain that one to your insurance company.

Meanwhile MacKenzie's long gone and he leads the pack through lap one with MX1 series leader David Philippaerts, De Dycker, Leok and reigning MX1 world champ Steve Ramon. It doesn't take long for De Dycker to dispose of Philippaerts who starts a downward spiral to fifth as both Leok and Ramon also find a way past the red plate holder.

On lap six De Dycker makes a move on MacKenzie for the lead with Leok following suit

soon after as the Scotsman starts tightening up. "I was feeling comfortable early on but I started to tighten up a bit mid-race but that's understandable considering I haven't been riding so much," says Billy.

In complete contrast to Billy Mac, De Dycker's looser than a sausage in a hallway and whips, goons and showboats to victory even though Leok's right there for the duration. "When I was in the lead I found it easy to control the race, I was so relaxed and my lines were working well," explains Ken. "It was a very enjoyable ride!"

Leok crosses the line second with MacKenzie a frickin' fantastic third – his first podium appearance since Valkenswaard. Philippaerts repasses Ramon for fifth while Pourcel recovers to sixth after coming through the pack on the unofficially dubbed SRi after getting snarled in the turn one melee.

Moto two's start is almost the same as the first with MacKenzie and Barragan arriving at the apex of turn one roughly together. "He's a ****ing idiot," reckons Billy. "He came right across the front of me to try and block me but it worked against him because when he hit me he straightened himself up and went straight on in the corner. That meant I got the holeshot again and from there I really concentrated hard on putting some fast laps in – I felt good and comfortable enough to keep pushing hard to try and cement the win."

Billy leads for a quarter of the race before going down in a rutted right-left corner combo. Despite being a relatively slow speed spill Billy bangs his head hard enough to squeeze all the sweat from the foam of his goggles

>>



Estonian Express Tanel Leok powers to the the MX1 overall





Tyla Rattray extends his MX2 series lead with the overall win

which splashes the inside of his lens making them pretty much useless. Remounting in second behind Leok, Philippaerts also squeezes by before Billy gets back on the gas but the reigning British champ is rattled.

Ditching his goggles soon after, Billy battles through the blinding sawdust and woodchip roost to hold on to third ahead of the factory Suzukis of Ramon and De Dycker until he spins out in front of the pit lane to remount in fifth – the position he'll finish the race in some 10 laps later.

At the front Leok grasps the golden opportunity and gasses his carbide factory Kwacker to his first – and the bike's second – ever MX1 moto and overall GP win! "It feels great to have won the overall. I'm not sure how to put it into words – it's unbelievable," reckons the Estonian Express.

Behind Leok things get interesting in the chase for MX1 championship honours as series protagonists Philippaerts and Ramon duke it out for second place and 22 precious points. Ramon eventually outrides the Italian who'll later claim that clutch problems slowed his factory Yamahauler which also allows De Dycker to slide past into third which means David's championship lead is reduced to five points from seven.

"The second moto start was good and my riding was also much better than in the first moto," says not-so-steady Steve. "I found some good lines out there and I could put pressure on Philippaerts – he used some different lines to try and hold me back but I was able to pass him quite easily. Straight away I pulled a little gap on him and that was good. In fact the whole second moto was good for me, okay Tanel was fast in that race but I beat David and the gap between myself and him is down to five points now – the last two GPs will be tough but I'll do the best I can to recapture my world title!"

Much like in the MX1 class where the championship will most likely be settled by a pair of riders, the MX2 division has boiled down to a two-horse race between factory KTM's Tyla Rattray and young British hopeful Tommy Searle.

Over the last few weeks Rattray has edged away from Tommy in the points race simply by being better. Solid as a rock and sporting a super-serious shaved-head (when he wears his red Pirelli cap on the podium he looks a little bit like cartoon character Charlie Brown), Tyla comes into the Irish round of the series with a 20-point lead in the series.

While none of the riders particularly enjoy riding on the woodchip racetrack it causes Tommy no end of trouble in his qualification heat as a block of wood jams on his rear brake meaning an easy victory is turned into a trip to the LCQ and 25th pick of the gate at best. Rattray shmokes the competition in his heat to win his eighth Lovemytime iPod of the year while Zach Osborne takes advantage of Tommy's troubles to win the second heat quite easily on the UTAG Yamaha.

With Tyla and Zach able to start from the very inside of the gate it's no surprise that it's the #338 and #4 machines who head the pack from the start of race one with speedy starting Shaun Simpson third and Tommy Gun just inside the top 10 despite starting six spots from the outside of the 30-man gate.

Osborne's in full gun n' run mode and he banzais his way around the Fairyhouse circuit wide open. Rattray chases hard but can't really chip into Zach's lead while Nicolas Aubin works his way past Simpson before Tommy and Frenchman Steven Frossard do the same. Having come from so far back the gap between Tommy and Aubin is too much for the Brit to overcome and the outcome remains unchanged. Osborne wins, Tyla extends his series lead by finishing second, Nico's third and Tommy's fourth ahead of Frossard and Simpson.

>>

Steven Frossard leads Simpson



Simpson's 'home' GP ends in disappointment

GRAND PRIX OF IRELAND – RESULTS

MX1 >>

1	Tanel Leok	(Kawasaki Racing Team – EST)	22+25=47
2	Ken de Dycker	(Teka Suzuki WMX1 – BEL)	25+20=45
3	Steve Ramon	(Teka Suzuki WMX1 – BEL)	16+22=38
4	David Philippaerts	(Monster Yamaha – ITA)	18+18=36
5	Billy MacKenzie	(Monster CAS Honda – GB)	20+16=36
6	Max Nagl	(Red Bull KTM – GER)	14+15=29
7	Manuel Priem	(Kawasaki Racing Team – BEL)	13+14=27
8	Sebastien Pourcel	(GPKR Kawasaki – FRA)	15+12=27
9	Clement Desalle	(Inotec Suzuki – BEL)	7+13=20
10	Jonathan Barragan	(Silver Action KTM – ESP)	11+9=20
11	Gordon Crookard	(PAR Honda – GB)	4+10=14
15	Tom Church	(Molson Kawasaki – GB)	9+3=12
22	Stuart Edmonds	(CCM TM – IRE)	0+1=1
23	James Noble	(KTM UK – GB)	1+0=1

MX2 >>

1	Tyla Ratray	(Red Bull KTM – SA)	22+25=47
2	Tommy Searle	(Red Bull KTM – GB)	18+22=40
3	Steven Frossard	(CLS Kawasaki – FRA)	16+20=36
4	Nicolas Aubin	(Ricci Racing Yamaha – FRA)	20+14=34
5	Stephen Sword	(Molson Kawasaki – GB)	13+18=31
6	Anthony Boissiere	(HDI KTM – FRA)	14+16=30
7	Shaun Simpson	(KTM UK – GB)	15+10=25
8	Zach Osborne	(UTAG Yamaha – USA)	25+0=25
9	Rui Goncalves	(Red Bull KTM – POR)	11+13=24
10	Xavier Boog	(Inotec Suzuki – FRA)	12+12=24
14	Carl Nunn	(Suso Suzuki – GB)	10+4=14
17	Elliot Banks-Browne	(Swift Suzuki – GB)	3+6=9
19	Jake Nicholls	(Swift Suzuki – GB)	0+7=7
20	Martin Barr	(UTAG Yamaha – GB)	6+0=6
21	Marcus Norlen	(Suso Suzuki – GB)	1+3=4

For full world championship series standings see page 113



Marty Barr scores points first time out before taking a rock in the kisser in race two



Osborne wins the opening MX2 race but DNFs moto two



Seb Pourcel debuts the fuel-injected Kawasaki

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FAIRY TALES

NOTES FROM THE EMERALD ISLE...

The facilities at **Fairyhouse** are second to none with not only the pits being perfect but also the media centre too... After a disappointing first race that results in a DNF, Suso Suzuki's **Jason Dougan** looks to have seventh place in the bag in moto two until with just two laps to go **Doogs** bins it and is carted off to hospital. The initial diagnosis is that nothing's broken and **Jason** should be back in action by the time you read this... As the home of the Irish Grand National the Fairyhouse venue is used to dealing with large crowds but the promoters must have been disappointed with the MXGP's attendance figures as even Youthstream's inflated numbers are only for 16,000 people over the weekend... Would Swift Suzuki's **Jake Nicholls** please look out for that ditch – oops, too late... UTAG Yamaha's **Mel Pocock** rides his ass off all weekend and narrowly misses transferring to Sunday's points-paying races directly from his heat. In the ultra-competitive LCQ **Mel** misses out on sixth place – a guaranteed starting position – by 0.034 of a second (that's about the same amount of time it takes your brain to register that the fart you were about to enjoy actually isn't and you've just followed through). As first reserve **Mel** gets a ride out in moto two as Finnish SRS Honda rider **Matti Seistola** spams himself out of contention in race one... GPKR Kawasaki's **Kevin Strijbos** struggles to 21st place in moto one as his comeback from injury ungathers momentum – the former GP winner is a non-starter in moto two... LPE Kawasaki's **Jamie Smith** thoroughly enjoys his first ever MX1 GP and doesn't look out of place all weekend. Apparently training with **Ryan Voase** and a move to a 450 full-time has brought **Jamie's** career along leaps and bounds and he's no longer the intensive crasher he once was... Why stickers 'display' truck keeps many GP visitors amused during the weekend as their dancing promo girl shakes her booty like a good 'un... Bud Racing bring a young American rider over for the Irish GP. **Teddy Maier** is an AMA Arenacross Main Event winner and a former championship contender in the Canadian Nationals – he's also now an MX2 GP points scorer as he notches up deux points for the French team with a 19th in moto two... **Roger Magee** presents his star rider **Shaun Simpson** with a specially commissioned **Rob Kinsey** painting during a press conference on Saturday evening – 500 limited edition prints of **Kinsey's** painting autographed by **Shaun Simpson** will be on sale online at the team's website www.ktmukmx.com with the profits donated to Northern Irish motocross fan **Chris Esler** who picked up a severe spinal cord injury while riding in 2007... **Josh Coppins'** month of bad luck continues in Ireland when the flying Kiwi clocks in a 9-DNF scorecard. Collected in a first turn pile-up in moto one, **JC's** race two is equally as poop. "The second start was similar to the first," moans **Josh**. "Everyone went really wide and I got squashed out but I wasn't in a bad position however when we came to the first table-top a rider was cross-rutted and touched me in the air. He then came up short and bounced into me on the landing and drove me off the track. It damaged the front of the bike, the wheel was locking and the triple clamp was bent so I came in the pits but we couldn't get it fixed before all the pack had gone past and getting even just a few points would have been hard – there was too much damage."



Billy Mac gets on the podium in the opening MX1 moto



Ken De Dycker, Leok and MacKenzie take the inside pick of the gate



It's a bad day at the office for Josh Coppins

"I never expected this," claims Osborne. "This is only my third GP and to take a moto win against Tyla gives me great confidence for the future – I'm glad that the team believed in me and it's nice to be back winning again."

Osborne powers to the holey again in moto two – his third of the weekend – but Rattray's not gonna bend over and take a Yank spanking for two motos in a row. With the overall on the line the pair pull away from the pack with very little separating the two riders until Zach goes missing on lap 13 allowing Tommy up into second to make it a Red Bull KTM 1-2.

Simpson once more slips back through the pack – this time from second to 11th. "I knew the second moto was going to be harder as the track was getting rougher," explains Shaun. "I was third for a good 15 minutes but then I made some mistakes and lost the plot a little bit and a few people managed to pass me. I found myself getting demoralized because I had no energy left – I'm not sure if it is mental or maybe I am missing something physically."

While Simpson slips backwards Sword moves t'other way through the pack. "The circuit was much rougher in the second race and it had loads of sharp-edged holes," says Stephen. "By the end I was able to move through to fourth – I did try and push on for the top three but they were just too far ahead."

Those first three – Rattray, Searle and Frossard – are also the three riders who stand on the podium at the end of the day with Sword fifth overall, Simpson eighth and the unfortunate Zach Osborne ninth after his UTAG Yamaha's motor cries enough in race two.

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Runner-up Ryan Withers and his mate Scott Truby enjoy an audience with Rob Hooper and Lewis Gregory



Scott Tough gets expert advice from Jamie Law and Lulu

This photo was not staged in any way – honest!



Jamie demonstrates
the correct method
for railing a berm



P R I Z E G U Y S !

Photos by Suffy

IT'S TAKEN A FULL SIX MONTHS BUT OUR
RELENTLESS/CTI COMPETITION WINNERS
FINALLY GET THEIR TRAINING DAY WITH
ROB HOOPER AND THE BOYS...

Scott Tough puts his
Relentless CTi knee
braces to good use





Relentless' George Roth mixes business with pleasure



Mmmmm, warm bowls of Relentless for lunch



Runner-up Ryan reckons his corner speed was up after the session



Darren's another who's supposed to be working

D BR readers who haven't suffered a Suttly-sized slice of concussions recently may well remember the three-part comp we ran back in our February, March and April issues to win a pair of Relentless CTi custom knee braces.

Part of the prize was a training day with Rob Hooper's Relentless Suzuki squad for the winner and runner-up which we were going to feature in the mag. So we ran the comp, drew the winner – Scott Tough – and runner-up – Ryan Withers – and all was looking good for a great day out messing about on bikes. Then Scott broke his leg in an accident at school and the training day plans went pear-shaped.

Well a prize is a prize and seeing as everybody concerned are a little, er, relentless we kept plugging away and as soon as Scott was fully healed we set another date. All of which explains how come six months down the line Scott and Ryan – plus Ryan's mate Scott Truby – found themselves at Doncaster Moto Park along with CTi/Ossur's Darren Simmonds, Relentless' George Roth and Rob Hooper and his riders Jamie Law and Lewis Gregory. Oh and Suttly was there n'all...

It's a laidback day with both Scotts, Ryan, Darren and George all pounding out the laps of

the sandy Finningley track with Jamie and Lulu giving expert advice on lines and technique.

Scott Tough's travelled down from Sunderland for the day with his family along for moral support and he's all smiles after his sessions in the sand. "I started riding when I was little but lost interest but last year I got back into it," he explains. "I was shocked when I got the phone call to say I'd won. The knee braces are brilliant and I've had a great day."

Dad Simon almost talked his son out of entering. "It was funny because he came in with the magazine and said he was going to fill it in to win these knee braces and we thought he was wasting his time," he says. "But we filled it in and sent it off and just kept getting the mags and sending them off and the next minute he gets a phone call. We've had a really good day out."

Ryan, whose mate Scott bought a bike especially for the training session, is sporting an ear-to-ear grin all day. "I'm lost for words – I won't be able to get the smile off my face all the way home," he reckons. "It'll be a shock going back to work tomorrow, back to the grind. But this has been awesome today – get away from the wife and kids and go play in the sand."

"I don't usually enter competitions but I saw it one day and thought 'I'll have a bash at that!'

And then when he phoned me I honestly thought it was a joke – I thought someone was winding me up. Today's been amazing, absolutely amazing. The track's great – good for practising corners. It's done the job today and I thought my cornering was a lot better towards the end and Jamie and Lewis were really good in the way they came across. Really down to earth and a good bunch of lads."

And Darren and George – both confirmed off-road nuts – take the opportunity to combine business with a spot of pleasure and notch up as many laps as the competition winners.


"Basically the competition was about giving something back to the sport and to try and get CTi and Relentless out there and put on a fun day," explains Darren. "I don't think you can put a price on what we've learned today – we're riders so we've benefited just as much as the guys who won the competition. It's been fantastic..."

"I think Scott's possibly the luckiest motocrossing 12-year-old in the country today. He's walking away with a custom set of CTi knee braces which are exclusive to the Relentless Suzuki team. And Ryan's benefited no end from today – I was talking to him and he was saying it's given him a whole new insight into how to ride. They've both had a really good day."



Scott Truby bought his bike especially for the training day





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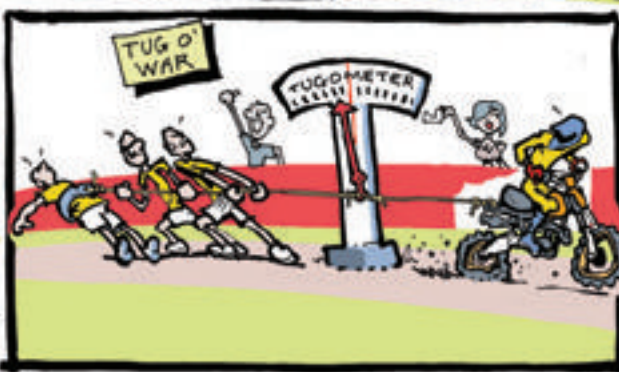
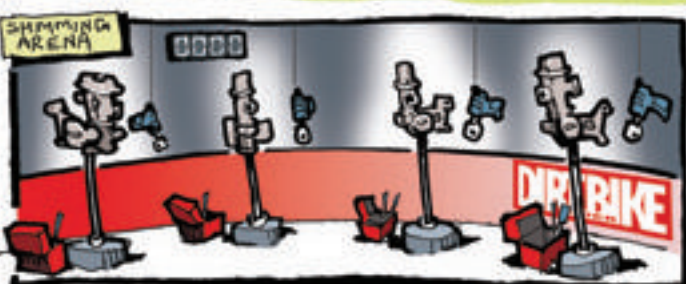
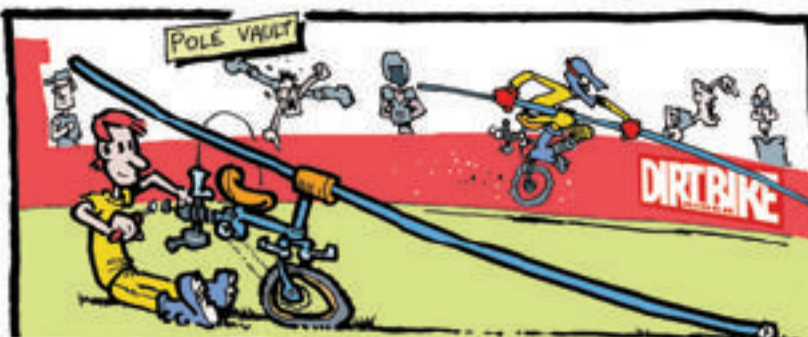
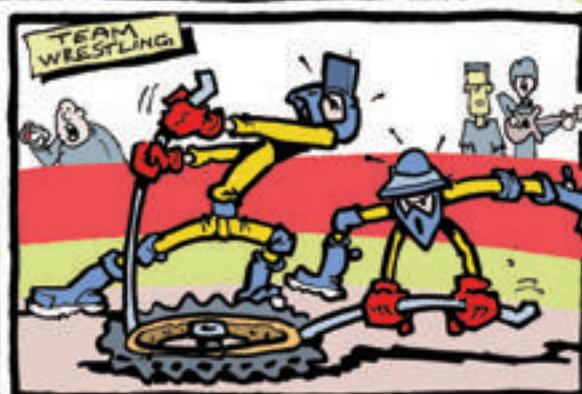
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Purple Helmets

The infamous Purple Helmets were set up a number of years ago and consist of a team of residents from the Isle of Man who set up their very own 'unique' stunt team. They have been demonstrating their 'talents' at various different events over the years and this year are pleased to be making a return appearance at the Dirt Bike Show. Dressed in their military long brown coats and riding their Honda C70's and C80's, be prepared to be amused at the antics of the The Purple Helmets. Entertaining thousands of people over the years at the Isle of Man TT races they are sure to be a great hit at the Show.

And in their own words! - 'The Purple Helmets live on the Isle of Man in Castle Wintop, near to Injebreck, in West Baldwin. None of the Purple Helmets go by their real names; they all have stage names to protect their identities from both women and dentists. They learnt to ride motorcycles when they found a discarded Honda 90 on Douglas Head when they were out poaching vultures. Soon all the Purple Helmets found Honda 90's and they started doing amazing stunts to scare away the ghosts and moles that live in the attic at Castle Wintop.'



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x-games

Todd Potter's Kiss of
Death flip gets him bronze
in the Best Trick category



MOTO X-GAMES?

EVERY YEAR THERE'S MORE AND MORE MOTO
AND LESS OF EVERYTHING ELSE AT X...

Words and photos by STEVE COX



Road race ace Nicky Hayden tries his hand at supermoto but withdraws with an ankle injury

The 2008 X Games feature the most moto events ever in its 14-year history and perhaps not coincidentally it also boasts some of the biggest television ratings in the event's history as well. And ultimately, it's all about the television for those who take part. Even retired riders like Ricky Carmichael take the time out of their schedule to show up and take part in as many events as possible, in his case two – Step-Up and Best Whip (one of the three new X Games moto events this year).

The first moto event of the four-day weekend is the Best Trick event set under the lights of the Staples Center in Los Angeles. One-trick wonder Scott Murray is set to use his double-backflip (landed less than 1/3 of the time) against Kyle Loza's Electric Doom body varial, Todd Potter's Kiss of Death backflip, Bilko's 360 combos and many more.

Murray fails to land either attempt at the double backflip but Loza lands his Electric Doom first go although he does end up veering off course and crashing. The judges grant him a score anyway with the rationale being that he would've

>>



Josh Hansen leads Josh Grant and Jeremy McGrath



Tarah Gieger gets gold

ridden it out if there was more room. With that trick Loza becomes the first rider ever to score gold twice in Best Trick and he does it in his first two attempts, meaning he's undefeated in the event so far. Jeremy Lusk is second with his double-grab backflip while Potter's third with the Kiss of Death flip for the second year in a row.

Immediately following Best Trick comes the first new event of 2008 – Best Whip. This contest includes two motocross regulars (or at least one regular and one former regular) in Josh Grant and Ricky Carmichael. Instead of judges, this event's winner is determined by text messages sent from the live audience both at the arena and home. So, instead of a true competition, it quickly turns into a popularity contest with Potter winning (after much pushing by announcer Cameron Steele), Carmichael second (upside-down most of the time on his RM-Z450) and Myles Richmond third. I reckon Richmond should've won as he has both classic whips and 180-type whips where he turns around backwards then brings it back around the way he started.

Friday night brings the Step-Up event to the Staples Center where Carmichael is heavily favoured after his performance at the Navy Moto X World Championships in San Diego last spring that resulted in a loss because of a fall. Carmichael doesn't disappoint as he never hits the bar a single time. It's Carmichael's second X Games gold medal following his win in Moto X Racing last year.

The final five moto events at X Games 14 come on Saturday at the Home Depot Center in nearby Carson, California. First up is the second new event to this year's schedule – Moto X Speed & Style – where two racers race and pull tricks simultaneously through rounds of elimination. Jeremy 'Twitch' Stenberg actually takes out Swiss rider Mat Rebaud in one of the elimination rounds but ultimately the win goes to full-time racer and part-time freestyler Kevin Johnson who beats down Ronnie Renner in the final for the gold.

Following Speed & Style comes the third and final new edition to X Games – the Women's Moto X Racing event. Coming into the event as one of the favourites, Ashley Fiolek injures herself practising on a supercross track so she's sidelined. However, the field is still stacked with the best the USA has to offer with Jessica Patterson, Tarah Gieger, Sarah Whitmore and more taking on the supercross track complete with triples and a steel-ramped step-up triple.

Patterson leads in the early going but is put under pressure by Gieger and goes down in a tricky rhythm section handing the lead and eventually the win to Tarah.

"She was right in front of me," says Gieger. "Luckily I was just far enough behind that I could change my line and avoid her. She was

definitely going fast and it was a little bit of a relief she went down because I would have had to make a pretty gnarly pass to get by her – it was pretty slick out there. It was nice I didn't have to do that. But I do wish we could have raced a little longer." Sherri Cruise is second with Tatum Sik in third.

The men's Moto X event doesn't feature many AMA regulars as the gruelling schedule this year has many opting to stay home and get some R&R. Still, many riders who aren't racing full-time right now (for one reason or another) do make the trek to Carson including Jeremy McGrath, Josh Hansen, Jason Lawrence, Josh Demuth, Troy Adams as well as others. Full-time racers Josh Grant, Josh Hill, Josh Summey and a few other Joshes also take part. Overall it's fair to say that this race is heavy on Joshes and light on Daves and Steves.

After qualifying through the LCQ (thanks in part to a Josh Grant takeout move in their heat), Hansen grabs the holeshot and immediately begins to pull away. McGrath must have Josh repellent on in the Main Event. First, he holds off Grant for a while before he falls, then fights off Hill until he crashes hard. Eventually Grant finds his way back by Summey to finish a strong third behind McGrath and Hansen. Three of the top four spots are filled by Joshes.

Moto X Supercross is the second-to-last event and features none other than GP road racing champ Nicky Hayden. But Hayden pulls out with a hurt ankle before the event begins which leaves Mark Burkhart and Jeff Ward as favourites. However, the race is basically over before it starts as Burkhart crashes in the first turn taking down Ward's team-mate David Pingree with him! With that Ward finds himself out front by himself and pulling away to his second X Games Supercross Gold Medal at the age of 46!

The final event of the moto portion of X Games 14 is the Freestyle event – the original moto event at X Games. It used to be that this event was judged in two tiers with an Elimination round knocking out the bottom few riders before the final let all of the riders face off to score the best run. However, last year that was replaced by an elimination system where two riders face off with the winner moving on to the next round, taking more time and allowing ESPN and ABC to sell more advertising which is – in the end – good for everyone involved.

Jeremy Lusk comes out the victor for the first time ever in his career when he bests Rebaud for gold in the final. Twitch is knocked out in the semi-final when his bike's rear brake malfunctions and he walks off in a tizzy. Third place goes to Mike Mason.

With all the additions to the moto side of X this year – and the resulting high TV ratings – the question now is what's next? Only time will tell...



Jeremy and the Joshes get their gongs out

RC wins Step-Up gold



x-games

Even hanging it out like this doesn't get Josh Grant a medal in Best Whip



Kyle Loza gets gold in Best Trick with his Electric Doom...



...just ahead of Jeremy Lusk's double-grab flip



2b:



3:



4b:



4:



COVERBOY!

LEGENDARY MX SPANNER SPINNER GEOFF WALKER SHOWS HOW TO FIT A SEAT COVER LIKE A PRO!

Words by Godfrey Walker Photos by still-mx.co.uk

Fitting a seat cover to your pride and joy is seen by many as a difficult task but with the covers now being much better in their design, manufacture and even the material they're made from there's really nothing to be scared of! Quite a few graphics kits on the market today come complete with a seat cover and when fitted correctly to your dirt scooter help transform your mean machine into a reet bobby dazzler beauty.

A badly fitted cover can make your bike look bad but there's really no need for that ever to happen. It's all just a matter of taking your time and being patient, ensuring the cover is stretched and fitted properly so there are no ripples or creases and all the lines of the

radiator shroud, side panel, air box and rear fender graphics line up.

The tools required for this job are a sharp blade or knife, a flat blade screwdriver, a pair of pliers or side cutters and a high-power electric or air stapler. You'll also need a heat gun – or hairdryer – and a clean, tidy environment in which to work. If you've got all those let's go do it!

1: Remove your seat. The KTM seats have pretty soft foam for '08 so to help that particular situation I am fitting the new cover over the standard thin cover.

If your old cover is wrecked simply remove it using a flat blade screwdriver to prise each

staple half off and then pull them out with pliers or side cutters. Then take the new cover and heat it up. This will soften up the material and make it easier to stretch over.

2: Line the seat cover up and over the seat. Most modern seat covers are tailored at the front and rear to make fitment easier. Make sure the front is central and hit it with two staples to hold it in place.

3: With the front of the cover held in place, pull the back of the seat cover into a central position making sure the cover stays in line before you pop another two staples in to secure the rear of the cover too.

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4: Heat the cover all over before lining it up and stretching the two lower corners into place. Fix one at a time and secure with a staple in each corner.

5: With these four points secure I pop the seat onto the bike to make sure the cover is lining up. If the cover is not lining up correctly simply pop the staples out and refit correctly so it's in line.

6: The rest of the cover can be heated and slowly stapled into place. Take only a couple of inches at a time and go from one side to the other side working your way down the length of the seat while always checking to make sure that the cover fits in line. Remember, this part of the job can't be rushed if you want a pro finish.

7: When the cover is secured in place simply trim the extra edges off and fit the seat into

place, this is when you will know if you have done a really good job because there should be no ripples in the cover when the seat is fitted. Make sure to check the cover after the first ride to make sure all the staples are staying securely fixed in place.

Now your bike is looking superb just leave it in the garage and show it off to your pals! Only joking – go ride!

MEDICALMILWAY

Alan Milway is a qualified sports scientist who runs MX Fitness specialising in training motocross and enduro riders. For more information on how Alan can help you train go to his website www.mxfitness.co.uk or call him on 07810 827427

DRINKWISE

WITH GLAMOROUS 'ENERGY' DRINKS ENJOYING A HIGH PROFILE IN TOP-LEVEL RACING, OUR MX MEDIC LOOKS PAST THE LYCRA-CLAD LOVELIES TO SEE WHAT EFFECT THEY HAVE ON OUR ON-TRACK PERFORMANCE...

Words by Alan Milway

Surrounded by girls in skimpy lycra shorts, I'm offered a large can of refreshment. The brightly coloured can almost takes my attention away from their bright orange skin tone and I readily accept their gift. Well, it would be rude not to...

Motocross is a sport that's attracting huge attention from the world's major drinks companies and as fans we should be thankful that so many riders are able to make a living through pay cheques signed off by the likes of Monster, Red Bull, Rockstar, Relentless and the rest. However, as a trainer there's something that doesn't quite sit right with the term 'energy' drink. To me this label implies the aiding of performance, an addition to an active lifestyle or something my diet and training would benefit from.

What is interesting is that there are energy drinks that fulfil this criteria and these are something that I would heartily recommend to any rider out on the track or hard at work in the gym. However, they are generally not the ones

we see emblazoned across shirts, trucks and bikes in the paddock.

If we look at what an energy drink must contain or provide, one of the main ingredients is going to be carbohydrate. This is the body's preferred source of energy and during exercise we burn off our internal stores of it. If the exercise is prolonged then we will start to deplete our stores and as such need to take on more to keep us going. We have a limited store that sees us right for up to an hour-and-a-half but it becomes very low after this. As many training sessions or an enduro event require moderate to hard levels of exercise for well beyond this period, without the intake of carbs your power output will drop dramatically.

Carbohydrate has also been shown to improve motor skills during exercise. A drop in skill levels during a 35-minute moto is not wanted so a low level of carbs is to be avoided. It has been found that 70gms of carbohydrate per hour is an ideal amount to take in – any more and the benefits are limited but the risk of stomach

cramps or discomfort is increased. This 70gms can be found in 1.5 litres of a sports drink such as Science in Sport PSP22, 600ml Coca Cola, one-and-a-half Powerbars, three bananas or 120-150gms of wine gums

Another ingredient to factor in is caffeine. It perks us up and in prolonged exercise can actually increase the duration of performance. It has been shown to increase performance duration if consumed prior to exercise due to increasing the use of fats as a fuel, sparing carbohydrate. It can also improve cognitive function and concentration. However, there are drawbacks to caffeine. It is a diuretic in a resting condition which means you go to the toilet more so is not good for pre-exercising or racing when hydration is important. It can also lead to headaches and elevated blood pressure.

A drink such as Red Bull has twice the caffeine content of a can of Coke and a can of Monster has even more. What is interesting is the relatively low levels of sugar (carbohydrate) contained in these drinks. Add to this the 'sugar



free' options (energy free option?) and the thumping you might start to hear at the track could well be from your head.

A third ingredient, perhaps not immediately thought of, is protein. This is a building block to muscle and a base for body repair. It is therefore very beneficial for recovering after exercise. Although it is a last resort for energy it is very beneficial for recovery after exercise so it does make a strong case for being contained in a drink to be taken after you have finished riding.

Any true energy drink must also be isotonic – in balance with the fluid concentration of the body. This allows steady uptake and a hydrating effect. Just because a drink is liquid it does not mean it is adding fluid to your system to replenish that lost in sweating etc. Some drinks high in carbohydrate may actually cause fluid to be drawn out of the cells in the body so offer little hydration. This is one of the main drawbacks to many drinks.

I often look to Tour de France cyclists when it comes to nutrition and hydration issues as this

event is so physically taxing and has huge scientific backing. With competitors burning 6000 calories a day (an average man takes in 2500 calories a day), if a Tour rider is following a certain nutrition protocol you know it is due to some fairly thorough research. I was recently at the Dauphiné Libéré stage race in France – a huge race just before the start of the Tour – and as they crossed the finish line after four hours of racing that day what was the first thing that was given to them? A can of Red Bull? A concoction made up by the team doctor? How about a can of Fanta and a bottle of water! Seriously! This just goes to show that it is what's in the drink that counts, not what the label suggests...

There are numerous drinks that offer some if not all of the ingredients described above in one form or another. Some brands also have a range of drinks that cater for various sporting situations so you can tailor your hydration and energy requirements. This allows the rider to make sure they are in the best shape possible – prepared, recovered or hydrated for riding or

training so they can get the best out of their time on the track. For an area that affects performance so much, an energy drink in the true sense is a welcome addition. These drinks brands are not marketed with the same vigour and certainly don't have the sex appeal of the high profile drinks on the market but are still worth searching out.

So what about the new wave of energy drinks then? With the evidence above it seems they aren't really true 'energy' drinks in a sporting sense of the word. But then is that really a problem? Once you get past this and understand their limited value to an athlete you can then buy in to the branding and lifestyle connotations they convey. Just don't think that drinking them will make you go as fast as Billy Mac.

Their logos adorn the fastest bikes out there and there is certainly a great benefit to having them at the tracks. They might just be hopped-up soft drinks but their presence in motocross is a good thing – especially if it means I have to keep saying 'yes please' to the Monster girls...

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YELLOW FEVER!

WE CATCH UP WITH THE DEFENDING AMA SX CHAMP TO GET THE INSIDE LINE ON HIS SWITCH TO SUZUKI...

With the defence of his AMA SX title kicking off in January, Chad Reed surprised a lot of people by jumping ship from Yamaha and signing for Suzuki. Our man Stateside caught up with the Aussie to find out the motivation behind the move...

DBR: Some people are no doubt surprised that you're switching teams and brands after winning the championship this year. So what happened that made you want to switch teams?

CR: "For me, I enjoyed my time at Yamaha and won a lot of races, a few championships and met a lot of great people but it was just time for a change, you know? I had a great opportunity there but I felt that if I wanted to continue to win and to win championships I needed something else and it was something that they couldn't provide."

"So I started looking and tried to make the best choice from what I knew from the outside and tried to figure out as much as possible from the inside. Suzuki's where I wanted to go. I wanted to work with Roger and his team and all the guys at Rockstar and Makita worked really hard to get the deal done and here we are. The deal's done and I'm excited about it."

DBR: You won titles for Suzuki in Australia, right?

CR: "Yeah, I rode Suzukis from when I was 10 years old until I was 18 and I won a lot of championships for them. It was good. Their race team is in Newcastle which is my home town and

I spent a lot of time around the team manager and all of that kind of stuff. It was good. It was fun."

DBR: You almost signed with Suzuki in 2004, too, didn't you? And that time it was because of their two-stroke, right?

CR: "Yeah and that was when Ricky [Carmichael] was thinking about going there. At that time I think I was doing real good and it was definitely tough to even think about leaving Yamaha at that point. I had probably the best bike out there and Yamaha had a really strong two-stroke programme. But if I could've predicted the future I wouldn't have stayed. It's all part of learning and the experience of going through it all."

DBR: When the aluminium-framed YZ250 first came out and you had such a hard time with it was that when you first started to question your decision to stay?

CR: "I don't think they struggled any more than, say, Honda did. We just had to go through the growing pains as well. We all know what Jeremy [McGrath] did when that bike [the aluminium-framed 1997 CR250R] came out – he got out of there as soon as possible."

"But I feel like I stuck it out and I made a difference. I think they did a good job and whoever goes on that bike, they'll be happy. It's a good, solid motorcycle and it's come a long way and a lot of that credit goes to Keith McCarty, he made that happen."



STATESIDE

Steve Cox is an American moto-journalist who follows the entire AMA SXMX tour. Since moving on from US weekly Cycle News he's struck out on his own to do the freelance thing and recently became one of

Racer X's editors at large. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene..

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his new team has gone well



DBR: Are you planning to race any Nationals this year?

CR: "As of now, no – but it's possible. I need to get my ass in shape and get ready. I don't want to race until I feel like I'm ready to go. I caught too much heat when I went out there and things didn't go the way I wanted. I'll stay home until I'm ready."

DBR: You were talking about possibly quitting if you didn't get a deal you wanted to race supercross and you talked about racing V8 Supercars in Oz instead. So, some people might think your motivation is suspect at this point. Do you think that's fair?

CR: "I think I'm more motivated than I've ever been. I was in a great position this year. I had the opportunity to have no obligations for 2009 so I made my decision based purely on what I wanted to do. On the positive side, I went to the drawing board, I looked at the programme that I wanted to do and how much longer I wanted to race and I came out knowing I wanted to go to the Rockstar/Makita Suzuki programme, work with Roger and his team and then go racing. Go race on my terms. That's my motivation behind it all. Other than that the option was to go home and race cars."

"Either way, the end result would've turned out good but I think I would've felt like I left something on the table in not racing supercross and motocross right now. That's why we're here. We're preparing for '09, testing and the bike is going really well. We'll see."

DBR: You're going to be racing the Suzukis at your supercross series in Australia, right?

CR: "Yeah, yeah, I'm a Suzuki guy from here on out."

You won't see me on any other bike. I'll have the same equipment down there as I have here. Suzuki took on a big programme. They couldn't have walked into more work with anyone else. Right now I'm trying to get a lot of my supercross testing out of the way and they have to ship me a bike to the Motocross des Nations, two to Australia, one to Florida, one out here in California and a race bike at the US Open so I have a lot of bikes allocated to me right now. They have a tough job."

DBR: Is this a two-year deal or a one-year deal? And are you going to be able to race the Nationals if you can?

CR: "Right now I can do the Nationals if I choose to. The Nationals are something that I have kind of a love/hate relationship with. Anybody who has a job likes some things and hates some things and I've been fortunate enough to not have to do some things that I didn't really want to do. For next year I feel like I can win outdoors. I feel like I can go out there and do well and challenge for a championship. In my short amount of time testing for Suzuki it's been real promising. I may be out there next year. We'll see. I guess it just depends on me and how I feel after supercross."

"I have a commitment with Australian Supercross and some people have the wrong idea that I'm just bitching out and not doing the Nationals but it's a huge commitment for me. I put a lot of effort into the Australian thing. Yeah, it doesn't run during that season but it's all part of it. I'd have to race through the end of August, do testing for 2010, send a bike to the Motocross des Nations and then immediately go racing in Australia again. Year-round, I'd race

January through the end of November and you can't take December off because you have to get ready for January."

"I've got a lot of things to think about to see what works for me. That's what I like about this deal. I'm making decisions that are good for me. People can bitch about it but they don't have to sleep in my bed and do my schedule."

DBR: You made a comment about Roger De Coster and Jan de Groot. How do you compare them?

CR: "They work the same in a lot of ways. Jan was such a hands-on kind of guy and he wanted to do everything and he had a lot of great input from a rider's point of view. I was 18 when I went there and I grew up racing stock bikes and being told by my dad that if my bike doesn't handle or turn or isn't fast enough we'll put it on the trailer and go home. I didn't have options as a kid. Next thing, here's all these options that I have."

"Options are worse than no options sometimes if you don't know what you're doing. I think Jan really taught me and showed me what good testing really was and how important it was to know and understand your bike and to have a relationship with your mechanic and the crew on the team. The thing about Roger is he has the same thought as Jan did. Everything that I say seems to validate a lot of things they dealt with with Ricky and he's done some testing on the new bike so it's good to come along and have your feelings validated by somebody the likes of Ricky."

"I don't know if it's just being European or what but it's a lot of fun and it's very practical and it's the way I want to go racing, that's for sure."



Heading into round 10 of 12 in the 2008 AMA/Toyota MX Nats, Monster Energy Kawasaki's James Stewart has two big things going. The first is that he's still perfect on the season, having not lost a single race. The second – and probably most important – is that after the first moto is run he has a good chance of sewing up the championship five motos early.

At the start of the day at Millville, Stewart holds a 145-point lead over team-mate Timmy Ferry – meaning all Stewart has to do to wrap up the title is to finish 16th or better in the moto.

Stewart battles with Honda Red Bull Racing's Ivan Tedesco (in his first race back from injury) around the opening turn in moto one and immediately takes over the lead and never looks back. Tedesco hangs around in second for a while until giving way to team-mate Andrew Short, Ferry, Yamaha's Josh Hill and his team-mate Broc Hepler. Ferry can't get close enough to Short to make a move for second and Stewart ends the moto with a 150-point lead over his team-mate, clinching his first-ever 450cc National MX title.

"It's been a long, hard road to get here as you all know," Stewart says. "It feels good to finally get this weight off my shoulders and get this championship.

I've won every championship you can win now."

Stepping into his older brother's shoes, Honda privateer Jeff Alessi gets the second moto holeshot just in front of Stewart and Stewart again moves immediately into the lead. This time, though, there's no playing it safe or cruising around once he's comfortable out front. "I saw my lead was like 32 seconds at the 15-minute mark," Stewart says, "and I still felt really good so I figured I would see how fast I could go."

How fast is to win by 70 seconds from Rockstar/Makita Suzuki's Michael Byrne, Suzuki privateer Cody Cooper, MDK KTM's Nick Wey, Short (who was down in a first-turn pile-up alongside Ferry, Hill, Tedesco and more) and Alessi. So the overall goes to Stewart over Short and Byrne.

Now late in the season, the Southwick AMA National is the season's only sand track and joining the AMA series for the race are a few GP regulars like sand specialist Marc De Reuver, Zach Osborne and Martin Barr.

Stewart grabs the first-moto holeshot over Short, Tedesco, Jeff Alessi, MotoXXX Honda's Antonio Balbi, Ferry, Cooper and De Reuver aboard one of the vacant factory Hondas. Stewart immediately begins to pull away from Short and the rest of the field and

De Reuver, second-fastest in practice, begins climbing through the pack. By lap three De Reuver is sixth and by the lap after he is fourth. On lap six he moves into third but is already well over 10 seconds behind Short.

He closes the gap but noticeably fades in the later laps. The top three at the end are Stewart, Short and De Reuver with Ferry fourth, Matt Goerke fifth on his MDK KTM, Yamaha's Sean Hamblin sixth and Cooper seventh.

Moto two again sees Stewart grab the holeshot but this time with Cooper and Alessi in second and third followed by Hill, Suzuki privateer (and over-40 ironman) John Dowd, Goerke, Ferry, Byrne, De Reuver and Hamblin. Short is down in the first turn.

Just like in moto one Stewart immediately begins to gap the field but, unlike in moto one, De Reuver is having a much harder time moving through the pack and crashes on lap six while running eighth. He soon after drops out of the race. "I was tired, man," De Reuver admits. "The track was very rough and I couldn't go anywhere after crashing so I pulled off."

Stewart wins the moto, keeping his perfect season intact at 22. Cooper hangs on for second (both in the moto and overall) over Hill, Ferry (who's third overall), Dowd, Hamblin, Byrne, Alessi, Short and Wey.



KING JAMES!

JAMES STEWART FINISHES OFF PERHAPS THE MOST DOMINANT MX SEASON OF ALL TIME WITH A PERFECT 24 WINS FROM 24 STARTS...

At Steel City, the series finale, Stewart grabs the opening holeshot over Honda Red Bull Racing replacement rider Jimmy Albertson, Yamaha's local boy Hepler, Ferry, Byrne, Short, Wey, Tedesco and the rest of the field.

From there Stewart runs off and hides while a few of the trailing riders pass Albertson and Ferry and Hepler begin a battle royale for the second spot. The veteran Ferry and the 450cc rookie Hepler trade the second spot more than a handful of times before Ferry can finally secure the position for good. Byrne takes fourth from Short, Hamblin, Albertson, Goerke, Tedesco and Wey.

This leaves just one moto and the entire perfect season is riding on it. Albertson succeeds in grabbing the second moto holeshot over Hepler, Byrne, Stewart, Goerke, Ferry, Hill, Short and the rest of the field but Stewart goes by all three of the leaders before the end of the first lap. From here Stewart isn't headed as he leads every lap of racing at Steel City and secures his perfect season. However, he never gets that far away from Ferry and wins by only a handful of seconds.

"I knew this was it," says Stewart. "The first moto I was able to get through it and I rode all right but

then the second moto, dude, I mean, I was just so nervous sitting on the gate."

Again, the battle over the second spot is between Hepler and Ferry and again Ferry ends up edging out the 450cc rookie at his home track. So Stewart wins the overall with a 1-1 score over Ferry's 2-2, Hepler's 3-3, Byrne's 4-4, Short's 5-7, Albertson's 7-6, Hamblin's 6-9 and Hill's 11-5. Stewart's win is also the third of the Monster Triple Crown which earns him a \$25,000 bonus from Monster Energy.

The final margin of victory in the championship is 186 points for Stewart over team-mate Ferry. Even more impressive, though, are the laps led. Stewart finishes out the season having led 369 laps out of a possible 382. The other 13 were led by Mike Alessi. No-one else led a single lap.

Like the 450cc class, the Lifes championship can be decided at Millville but only after the second moto as Monster Energy/Pro Circuit Kawasaki's Ryan Villopoto comes into the event leading by 108 points over Rockstar/Makita Suzuki's Ryan Dungey. All Villopoto needs is a 2-3 score on the day to clinch the championship two rounds early.

MDK KTM's Martin Davalos grabs the first moto holeshot, although he promptly falls on the opening

lap. Villopoto assumes the lead very early on and is chased by hometown boy Dungey. But Dungey is no match for Villopoto and Villopoto pulls away to score the moto win and extend his points lead to 111 going into the second moto on the day. That means that all he needs is seventh in the second moto to clinch the title if Dungey wins – but early on it seems like it isn't going to happen for Villopoto.

Davalos again gets the start in moto two but Villopoto is quickly around and begins to pull away, only to crash on the track's first big downhill when his front end tucks on a slick spot. Villopoto goes down hard, losing the visor on his helmet and remounts at the tail end of the top 30 while Dungey is busy pressuring Davalos for the lead. After two laps Dungey makes the pass stick and begins to pull away.

Amazingly, by this point Villopoto already sits 14th and is moving forward quickly. By lap six he is fourth behind Dungey, first-race pro Blake Wharton of the Geico Powersports Honda team and fellow Pro Circuit rider Brett Metcalfe.

On lap 12 of 16, Metcalfe finally finds his way by Wharton and on lap 14 Villopoto does likewise before setting out after his team-mate. Finally, just ▶

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Marc De Rœuver gets third in the opening moto but fades and pulls out of the second

TRIPLE WHAT?

THE MONSTER TRIPLE CROWN EXPLAINED

The 'Monster Triple Crown' is something of an arbitrary three-round series within a series that started a few years ago. As a rider, if you win any one of the rounds you get a big, fat \$3000 bonus for the day.

However, if you win all three rounds you get all three \$3000 bonuses plus a super-sized \$25,000 extra bonus for the sweep. It's sponsored by Monster Energy Drink and no-one in the Lites class has pulled it off since its inception. However, Ricky Carmichael has won it in the 450cc class – which somehow isn't all that surprising to hear...



Josh Grant ends the season inside the Lites top 10



Weimer, Dungey and Izzi celebrate on the Steel City podium

FINAL SERIES STANDINGS

MOTOCROSS

1	James Stewart	600 points
2	Timmy Ferry	414
3	Andrew Short	392
4	Michael Byrne	377
5	Cody Cooper	266
6	Nick Wey	264
7	Josh Hill	234
8	Jeff Alessi	233
9	Sean Hamblin	225
10	Mike Alessi	221

LITES

1	Ryan Villopoto	540 points
2	Ryan Dungey	468
3	Brett Metcalfe	382
4	Jake Weimer	321
5	Nico Izzi	292
6	Ryan Sipes	228
7	Kyle Cunningham	198
8	Kyle Chisholm	189
9	Josh Grant	186
10	Trey Canard	173



Ryan Villopoto retains his title but misses out on the Monster Triple Crown



Ryan Dungey ends the season with a 1-1 card

before the two take the white flag, Villopoto zaps his team-mate for second which is where he finishes as Dungey is just too far gone.

Dungey takes the overall with a 2-1 score for the second race in a row over Villopoto's 1-2. "It's just awesome to do this in front of my family and friends," Dungey says. "I just want to keep it going into Southwick next week."

Although bummed to lose his second overall in a row, Villopoto gets the main prize – his third AMA National Lites MX title in as many tries. "It seemed a little bit easier this year," Villopoto says. "It really pays off to be prepared. I'd really like to win Southwick because I've never won there before so it gives me something to look forward to next weekend."

Wharton grabs the opening Lites moto holeshot at Southwick over Metcalfe, Villopoto, Dungey, Motosport/Xtreme Kawasaki's Kyle Chisholm and Wharton's team-mate Jake Weimer. After leading the race for an impressive four laps, Wharton finally gives way to Villopoto who moved past Metcalfe on the previous lap.

Villopoto immediately begins to pull away from Wharton who has his hands full fighting off Metcalfe and Dungey. On the eighth lap of 17, Metcalfe forces his way to the inside of Wharton in turn one and when Wharton checks up for Metcalfe, Dungey dives past him too. In one fell swoop, Wharton goes from second to fourth. From there on out the top six are set with Villopoto winning followed at a distance by Metcalfe, Dungey, Wharton, Chisholm and Weimer.

Villopoto snatches the holeshot to start the second moto and although series rival Dungey is second right out of the gate, Villopoto slowly begins to pull away until he eventually holds a comfortable lead on the Suzuki rider. Weimer, MDK KTM's Justin Brayton, Wharton, Star Racing Yamaha's Wil Hahn

and more are down in the first turn and take a while to get back going again.

Eventually Metcalfe works his way into third. With two laps to go – and with the race seemingly in hand – Villopoto swaps out and crashes in the back section of the track, although he gets up quickly.

"I landed off of the jump and got on the gas and the bike just swapped right out from under me," Villopoto says. "I got back up fast and the bike was still running so I got back going fast, even though I still felt a little dingy from the crash."

Villopoto has enough of a lead that he's still at the front but Dungey's within striking distance if Villopoto makes another mistake. But he doesn't and holds on to win the moto and his first ever overall victory at Southwick. Dungey is second with a 3-2, Metcalfe is third with a 2-3, Chisholm is fourth with a 5-5 and Weimer is fifth with a 6-9.

"I really wanted to win this one because I hadn't ever won here before," Villopoto says. "Now, next week hopefully we can finish off the [Monster] Triple Crown. I don't think anyone in the Lites class has ever won that before so that's a goal of mine."

Moto one at Steel City sees Geico Powersports Honda's Josh Grant grab the holeshot over Dungey, Star Racing's Matt Lemoine and Dungey's team-mate Nico Izzi. Villopoto starts near the tail end of the top 20 and rounds the first lap in 13th.

On lap seven of 15 Dungey makes his move on Grant and knocks the Honda rider back to second and, on the same lap, Villopoto passes Izzi for third. However, just after crossing the finish line to complete the lap, Izzi attempts to re-pass Villopoto and the two collide. The end result is a bent shift lever for Villopoto which essentially knocks him out of the race as he can't shift. Just like that his bid for the Monster Triple Crown is over.

With three laps left Grant drops out of second place with a technical issue and Dungey takes the

win over Lemoine, Metcalfe, MDK KTM's Ryan Sipes, Izzi and Grant's team-mates Weimer and Wharton.

Wharton grabs the second moto holeshot with Villopoto right on his tail, then only three turns into the race Wharton washes out the front end and goes down taking Villopoto with him. Villopoto is very slow to get up but Wharton keeps his bike running and gets up reasonably quickly. Still, Wharton rounds the first lap 26th while Villopoto is 35th out of 37 riders. Villopoto has no reason to re-enter the race as he has no chance at winning the moto – or the Triple Crown – and the championship is long since decided. But he goes back to work anyway.

The chief beneficiary of the crash is Dungey who assumes the lead over Grant, Metcalfe, British rookie Steven Clarke, Weimer, Jake Moss, Lemoine, Izzi, Broc Tickle and MDK KTM's Justin Brayton. Dungey begins to pull away right away while Grant holds second and Weimer moves into fourth behind Metcalfe. Izzi is on a charge and catches and passes both Weimer and Metcalfe for third before Grant begins dropping back. The battle between Weimer and Metcalfe is soon again for third and, after the pair get the two-to-go board, Weimer makes an aggressive move on Metcalfe that sends Metcalfe to the turf and gives Weimer third in the moto – and overall – behind Suzuki team-mates Dungey and Izzi.

Villopoto recovers for 16th in the moto and 20th overall and ends up winning the championship by 72 points over Dungey. "I kept telling my mom that I had wins but I didn't have a 1-1 win," Dungey says. "Now, I've got one of those and it feels great. I'm really looking forward to next year. Villopoto will be out of the class next year but there are other guys that should keep it interesting. I'm looking forward to it."





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GAMEOVER!

DESPITE ALL THE PRE-SEASON HYPE ABOUT BOTH CLASSES BEING WFO THE '08 AMA NATS HAVE BOILED DOWN TO TWO MEN DOMINATING ON GREEN MACHINES...

Words by STEVE MATTHES Photo by STEVE COX

Well that's a wrap folks! The 2008 AMA Nationals just ended and I'm writing this on the Tuesday after the last race at Steel City from the palatial Racer X offices in Morgantown, West Virginia.

The series opened up with questions about James Stewart and also questions about whether or not the Lites class was wide open. Flashback to SX and remember that James suffered a pretty severe knee injury and by all estimates was coming back a little early to the races. The standard recovery was six months for the type of injury he had and when Glen Helen rolled around it had only been four months from surgery.

The question was not if James had the speed and talent to win the series, it was did he have the strength to do it? One thing he had on his side was trainer Aldon Baker and the last guy that he trained (RC) worked out pretty good. I have to say that before the gate dropped for the first moto I seriously had my doubts that James was ready. I'd spoken to some riders that had the same injury and looked at some other sports stars that took a year or so to come back and figured that Stewie was going to labour through the first part of the series. It would be a struggle for him and the other competitors smelled blood and were ready to pounce.

We all know how it turned out. James was second off the start, grabbed the lead in the second turn from Mike Alessi and proceeded to check out. It was a dominating and surprising (at least to me) performance. He was making double jumps out of the sand whoops and attacking the track – it was an impressive performance and he won the first moto by enough that the rumours and rumblings of any problems were done. Certainly his ride made me look like a jackass when, in the pre-season predictions posted on Racer X Illustrated.com, I called James a dark horse.

The rest of the summer was more of the same for Team Kawasaki and James Stewart. He won. Every. Single. Moto. He led all but 13 laps and became just the second rider in history to sweep every race. He never was pushed, he crashed one time all year in the motos (Texas) and he dominated. He was humble throughout the summer, always giving his competition credit and always making sure people knew that what he was doing wasn't that easy. It sure looked easy but what do we know?

His competitors were a group of some of the most talented riders ever yet these men were trying their best and had nothing for the #7. They included Mike Alessi, Tim Ferry, Andrew Short and Davi Millsaps. The youngest Alessi was the only other rider to lead a lap all year and at one point he pulled seven holeshots in a row. The winningest amateur rider ever and the kid that was raised as a moto-x machine did not take James Stewart's domination easy. He pushed and pushed all the way through the motos, never relaxing and never giving up. When James passed Mike at Red Bud with what Mike thought was an aggressive move he let him know before the next race that he didn't appreciate it. Mike was very fast but even he was helpless against Stewie.

Tim Ferry and Andrew Short were the next two to try and stop the Stewart express but, let's be honest, neither guy led a lap. They were probably shell-shocked by what they saw this year. At Washougal Stewie flew by Andrew in the whoops like he was shot out of a cannon! I know from talking to Ferry a lot that he was basically helpless against James, he simply was not ready to push it hard and ride out of his comfort zone to try to even pressure James, never mind beat him. It was simply a riding clinic and James was more in control and handled the rest of the field better than RC did in my opinion. RC looked like he could throw it away once in a while – even when he was all by himself – but you never really felt that way with James. Great performance this year.

We always go into each year of MX2 competition and wonder who can win it and think about how it's going to be wide open. There's reason to think that – the bikes are harder to get going and keep momentum. The bikes are all being ridden wide open around the track so it comes down to who makes mistakes.

Ryan Villopoto didn't really make any mistakes this year. In what will have the moto scientists puzzled until eternity, the first moto of the season he got fifth. And it was a legit fifth at that – he moved into fifth and that was it, he just couldn't make any time on the front four guys. I remember like it was yesterday, myself and another moto journalist talking in the intermission about how RV's wrist must be really serious, how he didn't show his trademark blazing the outside of turns to us. Maybe RV's reign was over? Well, he won the next moto and actually he won the next 14 motos in a row! He stepped up and was

dominant in the way James was in the MX1 class. He was a very angry man and shut up any talk about the MX2 class being wide open. He had a commanding lead late in the series when he finally did make some mistakes allowing Ryan Dungey to win three out of the last four motos. Some crashes and bike problems haunted him by the end of the series. It didn't really matter, it was over by then – Ryan had claimed his third MX2 title in a row, joining legends like Ricky Carmichael, Broc Glover and Mark Barnett.

Ryan Villopoto was the dominant force in this year's Lites championship



He just had the ability to sprint in the opening laps and guys like Dungey, Trey Canard and Jason Lawrence (before he was suspended) could not match it. They could match RV's speed after lap five or six but not in the early going. That was where RV did his damage, that was where RV showed everyone that the class was not wide open.

All in all a pretty good season. We here in America are used to the runaways that we had this year. Last year's title chase was amazing and something to behold but we knew that we were just lucky. Soon the big guy would come back and whup some ass. Just like RC, MC and Stanton before him did. You had to look behind the leaders to watch some real racing, those guys were going at it hard. Besides, the top guy was so far in front that it seemed like it was a battle for the lead anyways!

Husky's new 310 thumper has a great chassis and suspension which make for confidence-inspiring handling



C O S M O P O

SWEDISH/ITALIAN AND NOW WITH A HINT OF GERMAN – NO WE'RE NOT TALKING ABOUT WAKKER'S PRIVATE FILM STASH BUT THE 2009 ENDURO RANGE FROM HUSQVARNA...

Words by Geoff Walker Photos by Husqvarna



With the mighty BMW staging a non-hostile take-over of the former Swedish and currently Italian motorcycle manufacturer Husqvarna, I was interested to see if any Bavarian touches had been added to the 2009 Husky enduro range before the world launch of the models in super hot Milan.

With two new bikes in the range – a fuel-injected 310cc four-stroke as well as a 300cc two-stroke – and vast improvements made to the other five machines in the seven-bike range, there's plenty of riding to be done at the baking-hot test venue. There are two technical courses on which to test the bikes consisting of one enduro loop mostly on fire roads with loose rocks and then an excellent motocross track with extra chicanes and technical sections added into its lap.

The Husqvarnas are a group of bikes I'm looking forward to riding as I haven't had much chance to spend time on them in the past. The manufacturer's WEC results stand them in good stead and the 300cc two-stroke is taking podium positions most weeks with Seb Guillaume on board while the 250 two-stroke is also getting on the box more regularly in the hands of Antoine Meo now he's switched from the factory 450 four-stroke.

The 'what's new' list for the range sees a number of changes with forward steps in development being made for both the two-stroke and four-stroke models. The four-stroke updates include new wave brake discs, new lighter frame with increased rigidity, new aluminium sidestand, new engine covers, new headlight, new digital display, new Marzocchi 50mm front forks, new Sachs shock, new black wheels, new exhaust system, new improved oil circuit, new gear change linkage, new final drive shaft with steel forks, new oil filter, new steel exhaust valves and a new timing chain tensioner which improves the tension while reducing contact pressure. That's an awful lot of newness!

The two-strokes benefit from many of the same tweaks as the four-poppers in the cosmetics department as well as getting a completely new frame, Mikuni carburettor, V-Force reed valve and a redesigned exhaust system and the 125 also gets a five-port cylinder.

If points were being handed out for looks in my opinion the '09 Huskies would be getting top marks. These bikes are stunning in the looks department with clean and slim lines coupled with quality componentry – they really do look good. The bikes have a very racy look and I'm eager to get out on track and see just how racy these vehicles actually are...

TE 310 >>

Husky have been bold enough to make a mid-size bike that they hope will appeal to a wide range of riders from weekend warrior to racer. The 310 doesn't fall directly into a category for racing but it would be classed as an E2 bike which would race with 450 four-strokes and 250 two-strokes. You may wonder what advantage a lower capacity and also lower powered bike would have and it's my aim to find out.

As with the rest of the range the 310 is super slim to sit on but for this year the seats are a little more user-friendly and less bladelike although you still definitely sit on the bike rather than in the bike.

The 310 is a blast to ride. I set the bars in line with the fork angle – as with every other test I do – and instantly the bike gave me confidence to attack the MX and enduro loops. The feedback from the chassis on the 310 is great and the suspension feels balanced and progressive through its stroke. There's no spike to any of the chassis action and everything feels free, smooth and easy on the ride.

The power from the motor is very useable and is strong all the way through the range. The power is not amazing or hard hitting – it just does a solid job and shifts effortlessly. I expected the 310 to feel faster than it did but I still enjoyed its manageable and ample power delivery in every situation. Although I expected more from it the motor is actually quite deceptive and it has you travelling at high speed in an instant.

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MEDIUM

Calf (in.) 12.0-14.0 (30.4cm-35.5cm)
Thigh (in.) 18.0-20.0 (45.7cm-50.8cm)

LARGE

Calf (in.) 14.5-16.0 (36.8cm-40.6cm)
Thigh (in.) 20.5-23.0 (52.0cm-58.4cm)

X LARGE

Calf (in.) 16.5-18.0 (41.9cm-45.7cm)
Thigh (in.) 23.5-26.0 (59.6cm-66.0cm)

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The two-fiddy two-smoker has a 'bulletproof' motor

WR 125 >>

The 125 is almost a completely new package and for the smaller rev-happy of you out there this bike will not disappoint. I am a little large for the tiddler but the motor wanted to pull hard and keep on pulling in true Italian stylee.

The quality of build on the tiddler is excellent and when you look around the bike it is a beautiful little vehicle. Shifting and the controls on the 125 are excellent and the overall featherlight feel to the bike will appeal to the younger generation.

The chassis will work well for smaller pilots with the seat height being lower than previous models and the footpegs moved forward by 15mm. If you can keep this bike in its perfect zone it will fly.

WR 250 >>

The 250 runs better than the 300 – still not perfect but much better. The power on hand is easily useable and makes the bike good fun on the tight sections of the lap. The front end on the 250 doesn't feel as planted as its four-stroke brothers as I think the lighter weight of the bike requires the forks to be softened off just a small amount more to gain the optimum front end feel to the ground.

The chassis has a 'lively' feel to it and was quite difficult to read, there's nothing bad going on but it feels so different from the four-strokes' planted chassis that it's almost like this bike was from a completely different manufacturer.

The awesome thing about the Husky 250 and indeed 300 motor is the fact that they seem to be indestructible. These motors seem to have been around forever and the bulletproof design makes for superb reliability. Any negatives with the test bikes on the day could be ironed out in no time with personal set-up time and good running in of the gearbox etc.



WR 300 >>

This is a bike that I couldn't wait to get my hands on as 300cc two-strokes do tend to get me a bit excited. To say I was a little disappointed with the 300 is maybe a little strong but I have to say it as I find it. The bike was badly jetted and although this is easily fixed it tainted my view of the bike. I was hedging my bets on this being my favourite machine in the range but the bike would not run through the mid-range smoothly which is where this capacity of motor should be kicking ass.

The technical guys at the test looked at me like I was from Mars when I tried to explain the problem but it was not solved through the whole day. The bike feels great – super light and useable when the motor is in the sweet spot – but a bike like this needs to be running properly right through its range to really benefit the rider. I would like to re test the bike in UK spec soon as I am 100 per cent sure they will be running sweet when purchased through the excellent dealer network here in the UK.

The bike will turn superbly at low speed in the tight stuff showing itself to be light and very manoeuvrable. With the correct jetting and set-up this bike would rock as an extreme racer.



For our test the WR 300 was let down by its jetting

SPECIFICATIONS:

WR125 >>

Capacity: 124.8cc
Bore and stroke: 54mm x 54.56mm
Transmission: Six-speed
Fuel tank capacity: 7 litre
Front suspension: 50mm Marzocchi (300mm travel)
Rear suspension: Sachs (296mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 975mm
Wheelbase: 1465mm
Ground clearance: 315mm
Dry weight: 101kg

WR250 >>

Capacity: 249.3cc
Bore and stroke: 66.4mm x 72mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litre
Front suspension: 50mm Marzocchi (300mm travel)
Rear suspension: Sachs (296mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 975mm
Wheelbase: 1465mm
Ground clearance: 345mm
Dry weight: 104kg

WR300 >>

Capacity: 293.1cc
Bore and stroke: 72mm x 72mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litre
Front suspension: 50mm Marzocchi (300mm travel)
Rear suspension: Sachs (296mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 975mm
Wheelbase: 1465mm
Ground clearance: 345mm
Dry weight: 104kg

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- Katherine Prumm
- Aigar Leok
- Evgeny Bobryshev
- Alexandre Rouis
- Daniel Willemsen and
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TE 510 >>

The daddy of the bunch is a big hitter with a soft side. The motor is very controllable although you do have to respect it as the solid build allows speeds to sometimes get excessive! In fact they did and down I went! Solid and fast, that is the TE 510. Not so solid and not so fast, that is me.

The controls and shifting on the 510 are very good and Husky have definitely upped their game in the gearbox department on the four-strokes. The hydraulic clutch action is smooth and easy as is the feel. As ever on the bigger bikes the feel from the brakes at both ends is balanced and strong.

TE 450 >>

The power delivery from the 450 is surprisingly polite! It makes good revs but does not feel over the top. This 450 could be ridden by any level of racer or hobby rider with no bother. The lighter feel to the ride is evident with this bike and the motor goes a long way to keeping things comfortable on the trails. The bike doesn't feel as light as a feather but it is vastly improved in this manner and the chassis and overall feeling of control and quality bring solid laps and good fun.

TE 250 >>

The little ripper of the group is a blast to ride but has never been able to really produce the power of some of its rivals due to it being a slightly heavy package. The motor has improved but not by a massive amount. This engine is very distinctive in its delivery and it does enjoy being revved which is the only way a higher level rider will take the best from it. There is power all the way through the range, packaged up and delivered in Husky's unique way.

The chassis again works smoothly and solidly as do the controls and shifting. The 250 is like its bigger brothers in as much as it gives a smooth and confidence-inspiring ride and the build quality has gone up a level in these bikes since the German take-over.

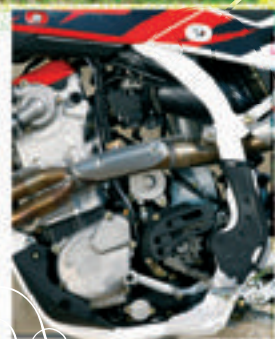
Husky's 450 thumper is a great bike whatever standard of rider you are



The 510 packs a mean punch – as Geoff found out the hard way



You need to rev the TE 250 to get the most out of it



SPECIFICATIONS:

TE250 >>

Capacity: 249.5cc
Bore and stroke: 76mm x 55mm
Transmission: Six-speed
Fuel tank capacity: 7.2 litre
Front suspension: 50mm Marzocchi (300mm travel)
Rear suspension: Sachs (296mm travel)
Front brake: 260mm disc
Rear brake: 240mm disc
Seat height: 963mm
Wheelbase: 1495mm
Ground clearance: 300mm
Dry weight: 107kg

TE310 >>

Capacity: 297.6cc
Bore and stroke: 83mm x 55mm
Transmission: Six-speed
Fuel tank capacity: 7.2 litre
Front suspension: 50mm Marzocchi (300mm travel)
Rear suspension: Sachs (296mm travel)
Front brake: 260mm disc
Rear brake: 240mm disc
Seat height: 963mm
Wheelbase: 1495mm
Ground clearance: 300mm
Dry weight: 107kg

TE450 >>

Capacity: 449cc
Bore and stroke: 97mm x 60.76mm
Transmission: Six-speed
Fuel tank capacity: 7.2 litre
Front suspension: 50mm Marzocchi (300mm travel)
Rear suspension: Sachs (296mm travel)
Front brake: 260mm disc
Rear brake: 240mm disc
Seat height: 963mm
Wheelbase: 1495mm
Ground clearance: 300mm
Dry weight: 112kg

TE510 >>

Capacity: 501cc
Bore and stroke: 97mm x 67.8mm
Transmission: Six-speed
Fuel tank capacity: 7.2 litre
Front suspension: 50mm Marzocchi (300mm travel)
Rear suspension: Sachs (296mm travel)
Front brake: 260mm disc
Rear brake: 240mm disc
Seat height: 963mm
Wheelbase: 1495mm
Ground clearance: 300mm
Dry weight: 112kg



Chuck nails a killer holeshot at Lommel 27 years ago...



...and returns to the scene of the US team's famous triumph for this year's Veteran's GP



RETURN TO HOLY LAND!

ALMOST THREE DECADES AFTER MAKING MOTOCROSS HISTORY WITH TEAM USA AT THE 1981 TROPHÉE DES NATIONS, CHUCK SUN RETURNED TO LOMMEL TO RACE THE FINAL ROUND OF THE VETERAN'S WORLD CUP

Words and photos by **ALEX HODGKINSON**

Chuck Sun is a true legend of US motocross. National champion, the second American to win the Carlsbad GP and a vital member of the very first AMA team to win the Nations back in 1981, the now 51-year-old returned to Lommel – scene of that famous victory some 27 years ago – and took a little time out to reminisce with Hodge who was there back then as well.

DBR: Which of your successes is the sweetest memory?

CS: "They're all memorable. Winning the 500 GP at Carlsbad, passing number one world champion Andre Malherbe – and if Brad Lackey would have passed me he would have won – live on ABC TV was special but I don't think anything can really surpass that victory by a second-string Honda-only team here at Lommel."

"We knew that we had been training hard all year, we had all raced good series back home but we really were the underdogs, we hadn't had the experience against the talent of the European riders – they were our heroes, they were the kings. There was no pressure. It really was the Rocky of motorcycle racing!"

DBR: Run us through what stands out in your mind from 1981.

CS: "Roger De Coster had put it all together and we spent all week together over here as a team. There were not the same facilities back then to prepare, nowadays you can find a groomed track to ride on every day of the week bar Monday in Belgium but back then we went to a deserted quarry and just laid out our own track around the bushes and trees."

"Roger made us ride motos. We were just coming off the 500 Nationals at home and just took our supercross bikes with the tiny tanks from the warehouse. We ran dry at around 38 minutes. I'm a little fuzzy on how we actually made the tanks bigger – I think we may just have fitted 500 tanks."

"Our lap times in the qualification practice were good but even after we won the heats nobody took us seriously. It was all 'wait for tomorrow when it's for real'. On race day Andre Vromans did his magic – he really was unbeatable in sand. Roger knew that and he had told us to 'learn from Vromans, see his lines and don't feel bad if he beats you' because nobody could ride sand like that guy. Roger stressed that if we were all inside the top 10 we could take it."

DBR: You all took off from the gate like scalded cats that day and the other Europeans simply never saw which way you went.

CS: "It's always been the American way to pull the trigger and go as hard as you can but understanding that you have to finish out 45 minutes. I think LaPorte ended up the strongest and he had always been really good in the sand but I don't think any of us dropped off."

DBR: How were things off-track?

CS: "You know, it was really cool how much attention we got. Back in the US the tents were all open so people could see right in but here they were like little

homes around the camper and there was an eyeball at every little nook or cranny peering in."

DBR: I understand you nearly didn't make it to the race.

CS: "Yeah, just five weeks before the race I had had the most horrendous get-off at Washougal – the throttle stuck when I was battling for the lead with Broc Glover. I was 10 feet over his head when I let go and I would have killed myself if I hadn't jumped off the back and I tore my ankle up really bad. It was questionable whether or not I would be healthy to ride but it healed up in time, I taped it really good and when they asked me if I was still up for it I said 'let's go'."

DBR: How big was that victory for US motocross?

CS: "We didn't have emails in those days but the reaction back home to our win was considerable. It was a major milestone, we were really wondering until that day in 1981 if we could ever compete with the Europeans. At the awards banquet later in the season the AMA chose for the first – and I believe only – time to award the Athlete of the Year title to the entire team. It's hard to describe in words what that meant to me at the time, winning the des Nations was just a little bit above winning any normal championship and it's staying power has been so strong over the years."

DBR: The USA completed the double at Bielstein in Germany one week later even though it was not a major success for you personally.

CS: "No. It had rained and you had 40 of the best riders in the world just following each other on a six inch slide around the track. You couldn't move off that line, you had to just wait but I'd had enough of it. I was impatient, I popped off the line, the thing did a 360 and when I went down the bike fell and hit the ankle I had injured at Washougal."

"I still limp around on an ankle that's a little sore to this day. People sometimes ask me about it and I just say 'oh yeah, I have a little bit of a hard time walking sometimes but I can still ride a motorcycle okay'."

DBR: Your career was fairly short after that.

What happened?

CS: "I only raced one more year but the ankle wasn't the reason I stopped. It was painful and I would have liked to have done better but I had had enough."

"I had won Carlsbad in 1981 but it was a day when most riders got heatstroke. I was still strong in the second moto and that's why I won it but when I got off the bike I was sick for a day-and-a-half too. I was very competitive and I think I would put out more energy than my body could withstand."

"It was beginning to get painful and your whole life was focused around what you were going to do on Sunday so you didn't go to this club in the week, you didn't do this, you didn't drink a Pepsi and my world got very small. I was still young – I was only 25 or 26 when I retired – and I wanted to experience other things."

"I would have liked to have a mentor with whom I could have spoken and maybe got a few more years because I was still strong, I still got second and I didn't

Leading Dave Watson and Andre Vromans at the MXdN at Bielstein in '81



Chuck went 14-15 on his return to the Belgian sand



Chuck meets up with CCM's main movers and shakers Gary Harthern and Austin Clews at Mallory





want to just trickle out. I still won some races but my mind wasn't there, I was only running at 80 per cent. I had a plane I wanted to learn to fly and I just got out of sorts. Racing was so intense – it was like a heavy cloud I wanted to get rid of. I had finished third in supercross too but I was burnt out."

DBR: So what did you do?

CS: "Believe it or not I was a stockbroker. It just seemed like a fun, cool thing to do, then I did some gear for a while before I ran a team in the AMA four-stroke Nationals – we finished second to CCM as Austin Clews reminded me at Mallory. I didn't ride for something like seven years but then the lightbulb went off and my brother said I had to get back on a bike. Those seven years were like a time warp in technology, bikes had gone from drum brakes and low bars to disc brakes and high bars. It was fresh, it was new, I could ride a production bike that was like a factory bike and it was fun all over again. I started hitting the trails and that is still what I do. I did a 10,000 mile ride on a 950 KTM over two months. I enjoy motorcycles, I love all types, I rode the original Superbikers back in 1978 and I rode the initial AMA Pro Supercross race in 2003 qualifying for the final of the 500 class where I placed 15th."

DBR: McGrath and Carmichael hold all the records but the early '80s was the real high point of US motocross with a dozen potential winners. How good were those guys from your generation?

CS: "Everybody really was that good but I'm biased. No, we really were. There were a lot of guys who wanted a piece of this. We had four qualifiers back then and all 20 who made the Main Event had a chance. If you didn't get a good start there was no way you were going to catch the guy in front. I have a lot of respect for the winners from every generation and I think that the MX1 guys at the moment deserve the same appreciation. They've had seven winners in 10 GPs and you have to respect every one who has that capability. Is it because no-one's that good? I don't think so!"

DBR: So how's life now?

CS: "You know, I'm having a lot of fun out there but I've been trying to recapture that old form and it's just been eluding me a bit. Then Darren Hudson invited me over to ride twin-shock Maicos from Bill Brown at Pontrilas and I've just stayed over here for six weeks. The twin-shock bikes were way more fun to ride than I ever thought they would be. New technology makes the modern bikes so much easier to ride but you have to ride the twin-shocks differently, you have to think about the lines and the bumps. Riding them has been a benefit to riding the new bikes."

"And I finally got to ride Farleigh Castle. Back in 1979 I had ridden the whole series up to then and got third at Carlsbad but then I wrenched my knee playing tennis and missed Farleigh. We watched videos the night before of Carlqvist, Lackey and all those guys. The track was brutal, the ripples come back out after a few laps and it was a real treat to be there, particularly throwing back a couple of ciders with Graham Noyce –

he won incidentally!

"And he beat me on the track too. He bagged me when I got into the wet slippery grass, you have to be real patient on the throttle but here was Graham pushing me so I held the throttle on, she went away from me and I went right into the ropes. It was just like the des Nations in Germany in 1981 all over again – same impatient Chuck."

DBR: Have you been practising here in Lommel the last few weeks?

CS: "I came out last Friday but I wasn't satisfied with my riding – I think they made the track more difficult because I didn't seem to be getting around it quite so quickly as I did back in '81 – so I came back every day until they closed, then I went over to Honda Park. I have been riding but not racing and I have been working hard to get my technique down. Maybe I'm not going to win but I want to figure into this programme."

"Toon Karsmakers has lent me his bike, CAS Honda have prepared it and I am just thrilled to be here. Years ago I raced against the Russian – Kavinov – in his home GP and he got the podium, I just missed it by one point, then at Mallory Park this summer I had a battle with another Russian – Mironovs. I just saw him again today and he doesn't speak much English but he said 'oh that's sport' but everyone knows he crashed into me so this race is vengeance – the Cold War is on again, I can feel it."

DBR: Does it give you a buzz to be back here, on holy ground so to speak?

CS: "Yes, it feels so good to come back 27 years later and to set foot on the same ground where Donny Hansen, Johnny O'Mara, Danny LaPorte and myself made history. And I am just so impressed by the number of people here who know and appreciate the significance of that weekend. I am constantly getting these double looks and people saying 'heh, I know you'."

"The first day I came back I walked around and I was trying to get a bearing of where things were. I can't believe how many people I have run into who have told me they were here that day. Some of them didn't look old enough but they would explain they were hanging on the fence as a seven-year-old. One of them showed me exactly where the start was and it all started coming back because the original railing is still there before you turned right. It was fantastic feeling to be back here – I almost have to pinch myself."

DBR: It almost sounds like it was an eternally memorable day for Belgian people like the way Americans know what they were doing when they heard Kennedy had been shot in Houston?

CS: "Yeah, you're right – that's the way people were talking about it. They each know exactly where they were on the track that day. The Youthstream timekeeper Ludwig could remember he was on the outside of turn one, right up against the rope when we holed out and another guy came up and said it just didn't seem that long ago. It's just a treat for me to be here and I hope it's a treat for those people too."



profile

Sun's Euro roadtrip also took in Bellpuig



With fan Glen McGovern

C H - C H - C H - CHANGES!

DIFFERENT STYLE TRACKS AND DIFFERENT RACE WINNERS MEAN THAT WHILE SOME THINGS STAY THE SAME IN THE WORLD OF GRAND PRIX MOTOCROSS SOME THINGS ARE FOREVER CHANGING...

Words and photos by Sully

Sand, hardpack, woodchip – the great thing about the FIM MX world championship is the diversity of surfaces that the series is able to offer. Okay, they might not be the best surfaces in the world but they're certainly diverse! The latest three rounds of the 2008 series held in Belgium, the Czech Republic and Ireland challenge the riders in completely different ways but in most cases the winners are the same.

The deep sand of Lommel does throw up one of the biggest surprise winners of the year in MX2 though as Estonian youngster Gert Krestinov turns an 8-1 scorecard into his first ever GP win. His best results up until that point had been 13ths in Valkenswaard and Bellpuig and he returns to obscurity at the following rounds in Loket and Dublin with 17-18 and 17-13 results. But for one week he feels what it's like to stand on top of the box at an MX2 GP.

Gert's undoubtedly helped by the big hitters who have a conspicuously inconsistent day. Rattray runs 1-10, Tommy 2-6, Aubin 12-2 and Simpson 5-12 which means that Goncalves takes second overall with a 3-4 with Tommy in third.

It's business as usual for Tommy and Tyla in Loket as they take a win and a second place apiece with Searle taking the overall courtesy of the better second race rule. Anthony Boissiere steps up to take third overall as Simpson misses out on racing courtesy of the freshly cracked collarbone he picks up by highsidings two corners from home on the last lap of his qualification heat.

UTAG Yamaha's Zach Osborne is a late-comer to the GP scene and after running DNF-8 in Lommel and DNF-16 in Loket kinda turns it all around to go 1-DNF in Fairyhouse. Zach's in incredible form in Dublin – as well as being pretty awesome but blighted by bad luck in Belgium and Czecho – taking three holeshots and winning his qualifying heat and moto one of the points-payers before running a close second to Rattray in race two until suffering what Steve Dixon describes as "technical problems".

With just two rounds remaining in Lierop and Faenza, Searle's gonna need Rattray to crash heavily or break down if the title's gonna drop into his hands. Tyla currently sits on a 26-point lead and being no slouch in sand could conceivably wrap up the championship one moto early in Italy.

The way things are looking of late it is unlikely anyone will be claiming the MX1 world title before the chequered flag drops for the final moto in Italy. Realistically it's all boiling down to a David Philippaerts versus Steve Ramon scrap that neither rider is gonna give up easily while Ken De Dycker still has an outside chance. Coming into Lommel though things are very different...

Before the Belgian GP begins Philippaerts sits on an 11-point lead ahead of Ramon who is 12 clear of Coppins who has a 20-point cushion between himself and De Dycker who in turn is 12 clear of Barragan – 55 points separating first from fifth is basically the crux of it. But like in the MX2 division the underdogs shine through in the relentlessly deep sand of Lommel.

Despite missing South Africa with a broken foot, Marc De Reuver fires his Martin Honda to the win in moto one and is heading away in race two until he takes a trip over the bars in a rhythm section just a few laps from home. This hands the GP win to Spaniard Jonathan Barragan who translates a 2-1 scorecard into a healthy overall win ahead of De Dycker who runs 3-3 on the day.

>>

Tommy Gun's second in the MX2 standings but the title's Rattray's to lose



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BRITS ABROAD...

HOW OUR BOYS – BAR TOMMY – ARE GETTING ON...

It's been a month of mixed fortunes for our world championship warriors – especially Billy Mac who spams himself in Loket but continues to show race-winning pace no matter what the track. Currently ninth in the standings it's unlikely he'll improve on his ranking but could still definitely win a moto or even GP overall this year.

Next best Brit in the MX1 standings is James Noble who's currently 18th. It's been a sparse month for the Yorkshireman at the GPs as he only adds one point to his total and is in danger of being passed by Tom Church if he keeps on scoring at his current rate. Great rides for TC in Lommel and Fairyhouse mean he's more likely to improve on his 19th place ranking than slip backwards.

It's been a bad year for Brad Anderson overseas but he's on it in Belgium and Czecho. However, a shoulder injury sustained at the Ken Hall International means he misses Ireland and currently sits 22nd – just two points ahead of UTAG Yamaha's Carlos Campano.

Things haven't been so rosy for the MX2 contenders either. Shaun Simpson currently sits fifth in the standings but he's still a safe bet to snatch third from Yamaha riders Aubin and Cairoli before the year's out.

Stephen Sword should also pick up a place or two

before the season is done as he makes up for the points lost due to his shoulder injury. Meanwhile fellow MX2 veteran Carl Nunn nudges his way into the top 20.

Carl's showed signs of brilliance this year and the MVR-D boys have figured how to make their bikes rip and they currently look as quick as anything out there right now. Dougan's currently 25th in the championship chase and until he picked up an injury in Ireland looked to be getting quicker and quicker.

But what about the Swift Suzuki boys? Still about as lucky as one of the seven snotty orphans, the Reverend Jake Nicholls has been outstanding at times but needs to start scoring more consistently in both motos (and to stay away from ditches). Nobody tries harder than Elliot Banks-Browne and good scores in both the Czech Republic and Ireland are great reward for his late season efforts.

A special mention must go to UTAG Yamaha's Mel Pocock who finally gets a GP start after qualifying as first reserve in Ireland while Martin Barr scores his first points of the year at his home GP making it a triple bonustastic – when you include Zach Osborne's exploits – weekend for the Dixon boys.



Elliot Banks-Browne scores well in Czecho and Ireland



Philippaerts, Nagl and Barragon fight it out for the holeshot at Lommel

It's De Dycker who puts the championship on its head when he accidentally puts Philippaerts on his midway around lap one of the first race when neither rider backs down during an aggressive but fair pass from the Belgian Suzuki rider. Taking an age to get going again, Philippaerts finally finishes 15th meaning Ramon – who is fourth after crashing while leading – takes over the series lead for the first time this year. Moto two isn't much better for Philippaerts as he finishes sixth behind Barragan, Max Nagl, De Dycker, Sebastien Pourcel and Ramon who crashes again but still increases his points lead by one to two!

However, the lead is short lived as Philippaerts evens the score in moto one at

Loket as he makes a spectacular sprint through the pack from outside the top 20 to third passing Ramon along the way. Philippaerts then goes on to win race two while Ramon finishes fourth once more ensuring he enters the Irish round of the championship seven points clear.

After an average day in the Belgian sand and a horrible day in Loket that sees him break a goggle strap in moto one and then take a trip over the bars in race two, Coppins slips further behind the leading pair but still sits third in the title race one point ahead of Barragan.

While you can read about the Fairyhouse venue and its many issues elsewhere in this magazine the race – despite it being difficult – throws up another moto and overall winner in the

MX1 class in the form of Estonian Express Tanel Leok. Tanel follows home De Dycker in race one before powering to the win second time out – his first ever in (adult) world championship competition.

In the points race Ramon's 5-2 outscores Philippaerts 4-4 by two points meaning the Belgian trails the Italian by five with just two rounds remaining. A good stint in the office ensures De Dycker's now third while duff days for Barragan and Coppins sees their hopes of championship victory pretty much crushed. With one round in the sand of Lierop and one on hardpack in Philippaerts' home country the championship is still absolutely wide open. Find out who wins what in next month's DBR...



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**Defending champ
Steve Ramon's five points
off the MX1 series lead**



Tyla Rattray goes 1-10 in the Belgian sand



**With two rounds left
David Philippaerts holds
the MX1 red plate**

MX1 >>

1	David Philippaerts	(Monster Yamaha)	441 points
2	Steve Ramon	(Teko Suzuki)	436
3	Ken De Dycker	(Teko Suzuki)	414
4	Jon Barragan	(Silver Action KTM)	389
5	Josh Coppins	(Monster Yamaha)	382
6	Sebastien Pourcel	(GPKR Kawasaki)	371
7	Max Nagl	(Red Bull KTM)	356
8	Tanel Leok	(Kawasaki Racing Team)	322
9	Billy MacKenzie	(CAS Honda)	293
10	Clement Desalle	(Inotec Suzuki)	235
18	James Noble	(KTM UK)	94
19	Tom Church	(Molson Kawasaki)	86
22	Brad Anderson	(Swift Suzuki)	54
43	Wayne Smith	(Pioneer Yamaha)	5
47	Jordan Rose	(STR Honda)	3
52	Stuart Edmunds	(CCM TM)	1

MX2 >>

1	Tyla Rattray	(Red Bull KTM)	546 points
2	Tommy Searle	(Red Bull KTM)	519
3	Antonio Cairoli	(De Carli Yamaha)	357
4	Nico Aubin	(Ricci Yamaha)	343
5	Shaun Simpson	(KTM UK)	337
6	Rui Goncalves	(Red Bull KTM)	327
7	Steven Frossard	(CLS Kawasaki)	284
8	Xavier Boog	(Inotec Suzuki)	269
9	Jeremy Van Horebeek	(Champ KTM)	253
10	Manuel Monni	(3C Yamaha)	245
11	Stephen Sword	(Molson Kawasaki)	243
18	Carl Nunn	(Suso Suzuki)	99
19	Gautier Paulin	(Molson Kawasaki)	95
25	Jason Dougan	(Suso Suzuki)	48
26	Zach Osborne	(UTAG Yamaha)	43
29	Jake Nicholls	(Swift Suzuki)	37
30	Pascal Leuret	(Swift Suzuki)	36
31	Elliot Banks-Browne	(Swift Suzuki)	33
45	Martin Barr	(UTAG Yamaha)	6
47	Marcus Norlen	(Suso Suzuki)	6
54	Neville Bradshaw	(DB Racing Honda)	2



Shaun Simpson puts
in a gutsy performance
at Brampton

ORANGE CRUSH!

KTM UK'S JAMES NOBLE AND SHAUN SIMPSON MAKE IT A DOUBLE WIN IN CUMBRIA FOR AUSTRIA'S FINEST!

Words by Sully Photo by Andrew Ferguson

After finishing second in both motos behind Stephen Sword at Foxhill, Shaun Simpson enters round seven of the British MX championship in Brampton with a cracked but freshly plated collarbone which makes some people think that his chances of maintaining an MX2 Maxxis series points lead in Cumbria are slim to none. When Shaun only qualifies in 12th position, some three-and-a-half seconds off the pace, almost everyone knows it's definitely game over for Simpson – everyone that is bar Shaun and his wily old man Willie.

"We spoke after practice and my dad told me to get the holeshot because he knew that I could control the race from there because the track is so one-lined – so that's what I did," explains Shaun. Yanking a massive holeshot from the inside of the 35-man gate, Shaun stuns us all by grabbing the lead and holding it down until he makes a mistake and stalls the engine on lap four.

Simpson's mistake allows American youngster Zach Osborne to take the lead and he holds it all the way to the finish despite taking a heavy fall late in the race. Although it doesn't stop him from taking his first Maxxis moto win, Zach's crash does help change the final outcome as it allows Swordy to catch and pressure him in the closing stages of the moto as he himself is being pressured from behind by Simpson who's hauling ass on the KTM UK machine.

When Sword sees a gap and makes a move on the UTAG Yamaha rider he bogs down in the off-line sandy slop and loses a position to Simpson who readily snatches second from Stephen to increase his series lead from three to five points!

Moto two is more of the same from Simpson who once more holeshots but this time holds it all together to the finish to take the overall win. Way before the chequered flag's unfurled though, Shaun and Sword come together in lapped traffic as their lines cross and it's Swordy who comes out of it the worst as he crashes hard. Lucky not to be injured, he remounts for sixth place which means he loses

another 10 points to Simpson who takes a 15-point lead into the final round at Hawkstone Park later this month.

Osborne goes one better than he did at Foxhill to claim second overall on the day with a 1-4 scorecard while super privateer Neville Bradshaw beasts his DB Racing Honda to the third step of the podium with a 4-3!

MX1 series leader Billy MacKenzie's feeling far from fresh in Brampton as he too is in recovery from a high speed crash at Loket. Crashing just one day and 50-yards up the track later than Simpson, although Billy's not broken like his fellow Scot he sure is battered and bruised.

With Billy not quite on the boil it's another Honda rider who takes up the position of pole setter. Battling back from the broken foot he sustained at Foxhill, PAR Honda's Ray Rowson is simply stunning in the first moto too as he snatches the holeshot from Molson Kawasaki's Tom Church then beats back an attack from Swift Suzuki's hard-charging Brad Anderson.

When Ando crashes mid-race he leaves TC and KTM UK's James Noble – who pushes past the Marshfield man and into second in the latter half of the 30-minute plus two lap moto – to take chase after Rowson. But neither Nobby nor TC are able to get any closer than four seconds behind the Shropshireman before the chequered flag falls leaving Rowson to take his second moto win of the year!

Noble goes place one better in moto two to take his first overall win at a British championship round since Lyng in April 2005. Moto two's almost like slipping back a few years in time as golden oldie GNCC tree-dodger Gordon Crockard comes home second on the PAR Honda ahead of ARB Tuning Kawasaki's equally aged veteran Moe Szyslak look-a-likey Mark Jones who claims second overall courtesy of his 4-3 scorecard.

Rowson rounds out the podium while MacKenzie manages a pair of sixths on his black CAS Honda to claim fifth overall and ensure he holds a 22-point lead ahead of Noble going into the series finale at Hawkstone Park.

SERIES STANDINGS

MX1 >>

1	Billy MacKenzie	(Monster CAS Honda)	280 points
2	James Noble	(KTM UK)	258
3	Brad Anderson	(Swift Suzuki)	240
4	Mark Jones	(ARB Kawasaki)	231
5	Tom Church	(Molson Kawasaki)	196
6	Wayne Smith	(Pioneer Yamaha)	195
7	Mark Eastwood	(Wiseco Honda)	154
8	Bryan MacKenzie	(Twisted-7 Kawasaki)	132
9	Mark Hucklebridge	(MotoXtreme Kawasaki)	124
10	Jim Murro	(STR Honda)	102

MX2 >>

1	Shaun Simpson	(KTM UK)	298 points
2	Stephen Sword	(Molson Kawasaki)	283
3	Martin Barr	(UTAG Yamaha)	245
4	Neville Bradshaw	(DB Racing Honda)	177
5	Carl Nunn	(Suso Suzuki)	174
6	Jason Dougan	(Suso Suzuki)	162
7	Elliot Banks-Brown	(Swift Suzuki)	161
8	Marcus Norlen	(Suso Suzuki)	130
9	Lewis Gregory	(Relentless Suzuki)	124
10	Mel Pocock	(UTAG Yamaha)	116

NO SURRENDER!

RAGA KEEPS ON BATTLING BOU BUT TIME'S RUNNING OUT FOR THE FORMER WORLD CHAMPION

Photo by Eric Kitchen

Adam Raga wins in Sweden to keep his slim hopes of regaining the world trials championship alive but with just two rounds to go he's going to need Takahisa Fujinami to raise his game if he's to overhaul reigning champion Toni Bou at the top of the standings.

With rounds in Portugal and Spain to come, Bou's nine points clear and with a three-point difference between first and second the young Spaniard can comfortably afford to follow home the Gas Gas #1 at both events. But if Raga wins both – and Bou's team-mate Fujigas can snatch a couple of second places – then there will be a new champion.

Raga snatches the advantage early on at Uddevalla with his opening lap of seven placing

him four marks clear of Fujigas and six ahead of Bou with Dougie Lampkin putting his Beta into fourth on 17. Bou completes his second lap for just two marks lost but Raga hangs on to win by five with Fujinami slipping back to third, six marks off the winning pace. And Dougie improves on his second lap to make sure of fourth on the day which means he moves back up to fifth in the title race just one point behind Albert Cabestany.

Battling Brits Michael Brown and James Dabill continue their private contest to be next-best Brit behind Dougie and it's the Mighty Atom who comes out on top for the second round in a row to grab eighth on the day. The Beta rider finishes one mark ahead on observation but his winning margin over Dabill is extended to 17 as the Future Trial Montesa man picks up a

total of 16 time penalties.

In the Junior Cup Alexz Wigg's title challenge is all but ended as series leader Loris Gubian takes his sixth win of the season to move 14 points clear. Wigg's still a commanding second but after winning the opening two rounds of the series it could have been so much better. Sam Haslam's a non-starter in Sweden which means he loses fourth in the series to Matteo Grattarola and now has Ross Danby – who takes fifth at Uddevalla – breathing down his neck, just one point adrift.

Down in the Youth Cup it's Beta's Jack Challoner who's celebrating. Jack takes third in Sweden behind Alexandre Ferrer and Adrian Pastoriza but his 15-point haul means he can't be caught so the title's his.



Adam Raga keeps his title hopes alive with victory in Sweden – but he's going to need a minor miracle to beat Bou



SERIES STANDINGS

WTC >>

1	Toni Bou	(Montesa)	185 points
2	Adam Raga	(Gas Gas)	176
3	Takahisa Fujinami	(Montesa)	157
4	Albert Cabestany	(Sherco)	111
5	Dougie Lampkin	(Beta)	110
6	Jeroni Fajardo	(Beta)	110
7	Marc Freixa	(Gas Gas)	87
8	James Dabill	(Montesa)	81
9	Michael Brown	(Beta)	68
10	Daniel Oliveras	(Sherco)	52
20	Shaun Morris	(Gas Gas)	6

JUNIOR >>

1	Loris Gubian	(Sherco)	174 points
2	Alexz Wigg	(Montesa)	160
3	Alfredo Gomez	(Montesa)	132
4	Matteo Grattarola	(Sherco)	128
5	Sam Haslam	(Gas Gas)	116
6	Ross Danby	(Gas Gas)	115
16	Lee Sampson	(Sherco)	14
26	George Morton	(Beta)	6
33	James Fry	(Sherco)	2
35	Ben Wilberley	(Gas Gas)	1

YOUTH >>

1	Jack Challoner	(Beta)	171 points
2	Alexandre Ferrer	(Sherco)	143
3	Francesc Moret	(Gas Gas)	139
4	Adrian Pastoriza	(Gas Gas)	113
5	Benoit Dagnicourt	(Beta)	105
9	Jonathan Richardson	(Sherco)	61
26	Jonathan Walker	(Sherco)	5
27	Adam Jones	(Sherco)	4
30	Jack Thompson	(Sherco)	1

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RAGE



DUTCH OVEN!

YOUTH STARS TURN UP THE HEAT AT
JUNIOR WORLD CHAMPIONSHIPS

NATHANROOKS

Steven Clarke eyes up his MX2 competition



Mechanical problems rob Max Anstie of his chance of the 85cc title



Daniel Hutchinson grabs a great fifth



It's silver for Kromhof in the MX2 division

Mel Pocock holeshots the second MX2 moto



DUTCHOVEN!

THE WORLD'S FASTEST YOUTH RACERS HEAD TO HOLLAND FOR THE JUNIOR MX WORLD CHAMPIONSHIP WHERE THE ON-TRACK ACTION IS BAKING HOT...

Words and photos by David Bulmer

The best young motocross riders on the planet head to the Dutch town of Heerde to compete in the annual junior MX world championships. A strong British contingent made up of 15 riders make the journey and camp together in the forested pit area where they plan their assault on the 85cc and 125cc divisions and the Nations Cup.

In the initial qualification sessions on Saturday eight of the 15 British riders progress into the Sunday programme with the remaining seven going to the Last Chance Qualifiers. Only the top four riders in each LCQ will make it through and even though the Brits race well none make the cut. This leaves Max Anstie, Ryan Houghton, Bradley Pocock, Marcus Soper and Daniel Hutchinson in the 85cc race and Steven Clarke, Joe Gregory and Mel Pocock in the 125cc class.

As the riders line up behind the gates in the 85cc class all eyes are on Anstie and Jeffery Herlings. They have ridden against each other earlier this year in the Dutch championship with Anstie coming out on top so no doubt Herlings is looking for revenge.

However, taking the holeshot in race one is another Dutch rider – Donny Bastemeijer. This is

as good as it gets for Bastemeijer as although he is easily the third fastest rider on the track he's way off the pace of the top pair. It doesn't take long for Anstie to get in the lead and he sets about creating a gap between himself and Herlings.

It looks to be a good enough lead to ensure victory but Herlings goes on a charge late in the race that gets him right on Anstie's back wheel. However, he's unable to make the pass and Anstie takes the win.

Race two sees Herlings taking an early lead ahead of Anstie but halfway through the race the momentum is with Max and he closes up and looks for the pass. But just when he seems ready to pounce, disaster strikes and he pulls off the track – the carburettor's fallen off his KTM and taken his chances of a world championship title with it.

It's a sad ending to a year which also saw Max miss out on Loretta Lynn's glory after taking a heavy crash when he was lying in second place overall in two classes. He's definitely talented enough to bounce back though so I'm sure he'll be heading off to win next year's competition in Taupo, New Zealand.

Marcus Soper starts off well in both races but

struggles to maintain his form, eventually finishing 18th overall, while Ryan Houghton places a couple of positions higher in 16th after battling for every point he can get.

Bradley Pocock puts a disappointing first moto behind him to race really well for fifth in moto two which gives him 11th overall - it's not the result he was hoping for but it instills a lot of confidence following what is, after all, only his first major competition. This just leaves Daniel Hutchinson who's been flying under the radar. After qualifying in 31st position he probably isn't expecting too much but some good starts and consistent speed with few mistakes mean his 7-6 results are good enough for fifth.

Things are no less tense in the 125cc class where some real heavyweights take to the track. Just one week earlier Estonian Matiss Karro had been running 10th at the Lommel GP before pulling off with a 'mechanical' which means he is still eligible to compete in this championship.

Other favourites include the Dutch duo of Cerial Klein Kromhof and Glen Coldenhoff who practically use the Heerde track as their own private training facility meaning it's going to be a tough task for the British pair of Pocock and Clarke to break through on such a sandy track.



With Max out the title goes to Jeffrey Herlings



RESULTS

85cc CLASS

1 Jeffrey Herlings 47 points, 2 Donny Bastemeijer 42, 3 Dylan Ferrandis 38, 4 Pascal Raunchenecker 33, 5 Daniel Hutchinson 29... 7 Max Anstie 25... 11 Bradley Pocock 16... 16 Ryan Houghton 11, 18 Marcus Lee Soper 9

MX2 CLASS

1 Mattis Karro 47 points, 2 Cerial Klein Kromhof 45, 3 Glen Coldenhoff 36, 4 Mel Pocock 35, 5 Steven Clarke 34

NATIONS CUP

1 Netherlands 3 points, 2 Great Britain 9, 3 France 10, 4 Latvia 14, 5 Sweden 20



A mistake in race two costs Mel Pocock a podium finish

In the first race Kromhof and Karro just blitz the opposition, opening up a large gap in the first few laps. Karro eventually drops off the Dutchman and takes a comfortable second ahead of Mel Pocock.

The youngster from Sussex has been training in Holland and Norway for this event and it pays off as he rides a mistake-free race to place third, looking at ease in the treacherous conditions.

The same can't be said for Steven Clarke who crashes twice, finding himself down in 15th place before battling back to ninth. The third English qualifier – Joe Gregory – suffers an injury which forces him to retire and then sit out race two.

Optimism is still high in the British camp as they realise that disaster can strike either of the top two just as it had Anstie earlier in the day. However, when Pocock pulls the holeshot and then puts in the fastest lap of the day other people's results won't necessarily matter. As long as Mel can hold off Karro – who is in second – the overall is his.

Unfortunately, he's unable to keep up the pace and Karro's GP experience pays off and he takes the lead after a few laps. Behind them

Clarke and Kromhof are having a battle royale, swapping positions almost every lap. Eventually Clarke gets the better of the Dutchman and sets about chasing down the top two.

At that moment Pocock makes his first mistake of the day, stalling and dropping his bike. It's a horrible moment as his chances slip further away with every passing rider. Getting back on the bike in sixth, he tries to hunt down those ahead of him but time and distance are against him. With Kromhof now in third and Coldenhoff in fourth, his 3-6 results leave him one place and one point off the podium.

Meanwhile, Clarke has set his sights firmly on the Estonian and begins reeling him in at a rapid pace. Again though, laps just run out and he finishes just a couple of seconds behind Karro giving him a 9-2 for fifth overall.

It's a tough pill to swallow for the British pair as they raced so well on unfamiliar territory and just miss out on the podium by a couple of points. The news is better in the Nations Cup though as the results of Daniel Hutchinson and Mel Pocock are good enough to ease out the French and so the Brits take home the second place trophy behind an ecstatic Netherlands team.

MAX!

IT'S BEEN A TOUGH MONTH FOR MIGHTY MAX AS AN INJURY AND BIKE PROBLEMS MEANS HE BIDS A NOT SO FOND FAREWELL TO THE 85cc MACHINE

Words by Max Anstie

You know people say that bad things always happen in threes? Well a shoulder injury early in the week of Ponca City forced me to pull out a day early, then going into the finals at Loretta Lynn's in pole more problems occurred. Then after winning the first moto my carburettor magically fell off in Holland two laps before the end of the last moto! So really it hasn't been a great month!

But still, for my first year riding in America I feel that I have learnt a lot. Obviously it would have been cool to get a title at LL but that's the way it goes! I had a chat with my dad while in the hospital at Tennessee about how the little bikes are becoming a bit of a pain and that the world championship in Holland would be my last race on the 85s. Unfortunately, my finale on the 85s didn't end up to good! The whole team had done a great job in Holland but a small mistake cost us the championship.

I was just getting so big on the bike and it was starting to make things difficult. I mean, I have already raced the 250F and 125cc quite a lot but having to ride 85 Small Wheel, Supermini (112cc Big Wheel), 125cc and 250F at the same race was a great stepping stone at first but now it's becoming a nuisance.

In reality the national American amateur races have near enough finished now. It's a big build-up to Loretta's then everyone just moves on... For example, the amateur A guys go to the last four rounds of the outdoor nationals then to supercross, people like me and Tomac move to the B class and big bikes full-time - even though on paper there are two more amateur nationals to go. It's like a big preparation time.

After Holland I spent some time at home in England with my mum, then started my core training on the 250F. Dad runs a few schools here and there and we popped back out to Holland to train for a bit. Then it was Year 11 time! Whoop! I went back into school to make sure everything was up to scratch with my work....

I'll be back soon!

Max
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Rally Pro brush Acerbis £80.00
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Fender bag UFO from £19.50
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Spoke key Buzzetti £8.95

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CRF Flywheel Puller £16.50

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GRAPHICS

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GOODED!

EDWARD ALLINGHAM WRAPS UP THE PRESTIGIOUS MAXXIS MX2 SERIES AT BOGGY BRAMPTON IN CRUMMY CUMBRIA

Basically boiling down to a two-man battle between PAR Honda's speedy Irishman Edward Allingham and Team Green Kawasaki's Josh Waterman, the 2008 Maxxis MX2 championship chase heads to Brampton in Cumbria for its fourth and final round.

Allingham comes into Brampton with a 13-point gap ahead of former series leader Waterman while Sam Davis, Joe Gregory, Tom Watts, Scott Elderfield and Lloyd Morgan all have a mathematical shot at winning the title – although it's unlikely that both Waterman and Allingham will have mechanical problems on their perfectly prepared race machines to allow one of the other five to steal the gold.

Moto one sees Allingham leap out into an early lead while Waterman fights forwards from a fourth place start. It isn't Josh who Ed will have his hands full with in moto one though as speedy North Easterner James Hutchinson – who made the move up to a 250 four-stroke from the 85cc class this year – makes a pass on the series leader on lap four. Allingham fights right back though and regains the lead for good one lap later while Hutchinson hangs on for second and Waterman wellies his way through to third.

Hutchinson scorches to the holeshot in moto two ahead of the Kawasakis of Vytautas Bucas, Waterman, Jamie Jackson and Davis. Allingham is running sixth but promptly bins it and drops back outside the top 10 leaving everyone who's been keenly following the series to figure out just what place he needs to get back to if Waterman finishes first or indeed in his current position of second. Enjoying an 18-point lead heading into the race, Allingham would have to finish 17th or worse for Waterman to capitalise but it just isn't to be as Ed powers his Honda back up to fifth to capture the 2008 title in fine style.

Waterman slots home in second to also take the runner up position on the day and in the series as Hutchinson takes his first MX2 moto win of the year to claim the overall honours on the day. James' win actually makes him the sixth moto winner of the year – out of eight motos – with only Allingham and Scott Elderfield able to cross the line first on more than one occasion.

There's no denying that the MX2 championship is one of the most exciting youth series around in the UK at the moment and hopefully it'll get even hotter in 2009.

Edward Allingham wins the MX2 crown



FINAL SERIES STANDINGS

MX2

1	Edward Allingham	(PAR Honda)	151
2	Josh Waterman	(Team Green Kawasaki)	139
3	Sam Davis	(MotoXtreme Kawasaki)	110
4	James Hutchinson	(Bikesport KTM)	107
5	Tom Watts	(PAR Honda)	102
6	Joe Gregory	(Danger UK Honda)	98
7	Lloyd Morgan	(KTM)	96
8	Nathan Rooks	(KTM)	79
9	Scot James	(Team Green Kawasaki)	78
10	Scott Elderfield	(Elderfield Suzuki)	74



F I L M STAR!

IT'S LIKE A SCENE FROM ARACHNOPHOBIA IN BILLY'S NEW HOUSE UNTIL HE NAPALMS THE EIGHT-LEGGED FREAKS – THEN HE'S OFF TO CZECHO WHERE THE MEDICAL FACILITIES ARE MORE HOSTEL THAN HOSPITAL...

Words by Billy MacKenzie Photo by Sully

I wanna go live on the Shipwrecked island. It's on TV right now so I'm combining writing my very important column and my viewing pleasures. And it is a pleasure with the chicks on there! Mmmmm. This channel is one of the only channels I can get cos of my s***ty aerial. Out of the 40-plus channels on Freeview I can only get about six – it's a pain in the arse! So high five if you watch Shipwrecked!

Since living by myself I've become a bit house proud – I'm always on the broom and never miss a washing machine cycle. I've got a right little routine going, it's really sad. The house I'm staying in though has a terrible spider problem – big, brown, hairy mothers! I'll be sitting watching my beloved Shipwrecked when out of the corner of my eye I'll see a shadow dash across the floor. Emergency brace position takes effect – feet up, head between my knees and nothing touching the floor! But then I have to get over it cos I know if I don't get him he'll be back – maybe when I'm sleeping! Argghhh!

It's like hitting a triple for the first time – you don't wanna do it but you know you have to for the greater good! So I run upstairs and get a big chunk of toilet paper – way more than I actually need but I don't wanna feel it crunch when I grab it so I take a few extra layers and get the sucker. I feel a great sense of achievement when I do it and get it down the toilet, like I've overcome my fear. But that only lasts until I see the next one! I hate them!

I went on a mission one day with my semi-permanent lodger Daniel Arnold. We tried to work out where these mutant spiders were coming from and narrowed it down to a few air pocket holes in the wall of our living room. There's about 15 holes – some big enough to slot a pencil in and a few the size of a Leo Vince silencer! I had the ingenious idea of getting some brake cleaner while Dan got hold of some

Lynx deodorant. Together we sprayed ample amounts of flammable liquid into all the dark spider holes. We contemplated the outcome for a few seconds as we sparked the lighter into action but boys will be boys and I pushed the flame up to the hole to burn those little creepy crawlies to an ashy grave! The end result wasn't quite what we were expecting – instead of just one hole lighting at a time it seemed every hole was linked together in some crazy underground spider world! It went off like a small machine gun with every hole exploding all the way along the wall! We didn't think about gaslines or setting the house on fire, we just wanted to kill the spiders!

Riding has been non-existent for the past three weeks. Since Czecho I've been working flat-out to try get healthy again. I had the biggest pisser at that GP and completely wrecked myself! It was kinda the same crash as I had in Japan last year – I was coming up the hill full gas in second gear and just before the top I went for third and caught a false neutral. It hit the kicker at the top and was on the front wheel for way longer than I wanted to be with the throttle pinned back hard in a huge panic revving moment! I went over the bars and the bike crushed me down hard into that s***ty Czecho gravel soil! There was no give at all and I knew straight away that was the race over.

I tried to get over it by the side of the track but I couldn't even stand up. I thought I'd maybe broke my hip or pelvis – every time I tried to move my left leg I almost passed out. It was horrible. I got stretchered to the ambulance and taken off to the hospital. As I arrived in the A&E I started to realize that the hospital wasn't the most up together! The nurses were wearing designer t-shirts with white doctor trousers and they all looked very weird. I was being wheeled in down these dark corridors with the lights

flickering above me. It was dead silent and I started to hear every little sound, no matter how small. I could hear the lights buzz and the wheels creak on my pushy bed but the elevator was the worst – it was like one of those metal elevators you see in gangster movies, creaking and grinding up and down.

I was really hoping I hadn't broke anything and didn't need any quick operations! I actually started to narrate in my head, like I was in a movie and Morgan Freeman was my voiceover! I'm weird sometimes. I started to think maybe this was one of those places like in that movie Hostel! Scary!

On my way back from x-ray I was being wheeled down to the doctor's room through the flickering corridors again when we passed an actual convict with a broken nose and wrapped in cuffs and chains being escorted by two heavily armed policemen! I caught his eye as I was wheeled underneath him and I could tell straight away that he was a nutter! I didn't look back for a second glance anyway!

Harry and Neil came to bail me out before they wheeled me to the dungeons of death and one quick shot in the ass later from a large woman doctor with a moustache and I was on my way back to the track. I couldn't walk though and the route through the airport home was spent on trolleys and in wheelchairs! Even the next day I made my way to the physio using an umbrella and a hockey stick as crutches! I was so uncomfortable for days!

I'm enjoying the charts – the UK top 40 is to my liking right now. I enjoy Rihanna's new song but I enjoy her video even more! Oh yeah, that's another channel that works – 'The Hits!' – so that's on most of the day. I'd talk about Brompton but I can't really be arsed – I hate talking about s*** races so here it is in a nutshell. Painful!





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